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BRITAIN'S 2 TENNIS FINALS

DOUBLES WINNERS WIMBLEDON TOURNAMENT: A GREAT STRUGGLE

TILDEN'S UNLUCKY DEFEAT

Britain has representatives in at least two of the finals in the lawn tennis championships at Wimbledon, knowledge of which constitutes some compensation for defeats in both the men's and women's singles. Those who have brought honour thus, to the Old Country are:—

Dr. J. C. Gregory and I. G. Collins, in the men's doubles.
Mrs. Covell and Mrs. Shepherd-Barron, in the women's doubles.

The former pair play for Britain in the Davis Cup (mention of which recalls to mind that Britain is in the European zone final and that Mr. Dwight Davis, the donor of the Cup which is now the tennis hope of many nations, will be in Hong Kong to-day). In the Wimbledon final, they will meet the young American invaders, Allison and Van Ryn, who yesterday accounted in straight sets for Tilden and Hunter!

Some of the Finals
Britain's last hope in the women's singles, Miss Joan Ridley, failed against Miss Helen Jacobs of America, almost in the same manner as Miss Goldsack fell to the holder, Miss Helen Wills.

The disposition of the finals, on the results so far, will be as follows:—
Men's singles:—all French, between Jean Borotra and H. Cochet.
Women's singles:—all American, between Miss Helen Wills (holder) and Miss Helen Jacobs.

Men's doubles:—Dr. J. C. Gregory and I. G. Collins (Britain) v. W. Allison and J. Van Ryn (America).
Women's doubles:—Mrs. Covell and Mrs. B. C. Shepherd-Barron (Britain) to meet another pair.
Helen Wills's Third
Queues stood through the morning's downpour of rain at Wimbledon yesterday, states Reuter, but the attendance was not large when sunshine came out before the start of the day's programme.

By defeating Miss Goldsack, Miss Helen Wills entered her third successive final at Wimbledon. The loser was outclassed, winning only two games, the first and third of the opening set.
America capped this early success when Miss Helen Jacobs also reached the final. She defeated Miss Joan Ridley, who only won two games in each of the two sets. Thus Britain lost both Anglo-American semi-finals in this event.

British Victory
Then came a semi-final in the men's doubles. Gregory and Collins lost the first set at 4-6, but won the second at 7-5. They were at their best in the third, which they won for the loss of a single game. Lott and Hennessy, however, rallied and won the fourth set 4-6. The deciding set was a long one, but Gregory and Collins clinched the issue, after a great struggle by taking two games after 6-4 had been called. By their victory, the Britons avenged C. H. Kingsley and J. S. Oliff, who had fallen the day before to the Americans. Previously, Gregory and Collins had eliminated Jean Borotra and C. Boussus of France.

PARKING PLACES

CARS OUTSIDE WHITE LINES CAUSE OBSTRUCTION

CASE AGAINST P.W.D. OFFICIAL

A remanded summons against Mr. H. S. Rouse, engineer, Public Works Department, was this morning continued at the Kowloon Police Court when Mr. Donald Burlingham, D.S.P., Kowloon, gave evidence.
It was recalled that a Chinese constable said that Mr. Burlingham had instructed him to take out a summons against two car owners who had parked their vehicles outside the "white lines" opposite the Kowloon Railway Station.
Mr. Burlingham said that on noon of the day in question, cars No. 830 (owned by accused) and No. 179 (owned by Mr. A. Urquhart, of Kowloon Tong) were not within the permitted parking space. No other cars were similarly parked.
Mr. Rouse asked witness if he did not see another car parked outside the white line.
Witness replied that at the time he visited the scene, there was no other.

Mr. Rouse recalled that at the last hearing he had intimated that if there was no car parked there before him, he would have parked his car on the spot. Accused added that he had evidence to the effect that there were several other cars parked there also.
Mr. Burlingham Positive
Mr. Burlingham replied that he was positive that there were no other cars parked illegally, otherwise summonses would have been taken out against the owners.
However, he was quite willing to see Mr. Rouse outside the Court with regard to extending the lines in an easterly direction.

After further argument, His Worship said that he would hold that parking outside the lines was obstruction and that it was useless Mr. Rouse arguing that someone else had also committed an offence, but had not been summoned for it.
A fine of \$5 was imposed.

Tilden went to pieces after that. He and Hunter lost the third set at 6-3. It has to be stated, however, that Allison and Van Ryn were an ideal pair and much faster than their opponents, and Van Ryn was the best player of the four on the court. He returned Tilden's cannon ball strokes smartly and also smashed to great advantage. Allison and Van Ryn deserve to reach the final if only for beating, earlier in the tournament, Cochet and Brugnon of France in four sets.

What the Ladies Did
Three British ladies and an American figured in a women's doubles semi-final. Miss Betty Nuthall being with Miss Ryan against Mrs. Covell and Mrs. Shepherd-Barron; and the Anglo-American combination lost. Betty and her partner lost the first set at 4-6, but counter-attacked to good purpose and won the second set at 6-3. Then came a long duel. After 16 games Betty and her partner were beaten.

There were two matches in the mixed doubles. Cochet and Miss Bennett reached the last eight by defeating a British pair in Eames and Miss Coyer after two close sets; and the South African team, Farquharson and Miss Heine, disposed of Jean Borotra, who was playing with the Dutch ladies' champion, Miss Kea Bouman. The first and third sets, which the winners won, went to 18 and 12 games, respectively. Farquharson and Miss Heine will meet an American pair in the semi-final in Hunter and Miss Wills.

Men's Doubles
Semi-final:—Dr. J. C. Gregory and I. G. Collins (Britain) beat G. Lott and J. Hennessy (America) 4-6, 7-5, 6-1, 4-6, 7-5.
Semi-final:—W. Allison and J. Van Ryn (America) beat W. T. Tilden and F. T. Hunter (America) 6-3, 12-10, 6-3.
Women's Singles
Semi-final:—Miss Helen Jacobs (America) beat Miss Joan C. Ridley (Britain) 6-2, 6-2.
Semi-final:—Miss Helen Wills (America) beat Miss E. B. Goldsack (Britain) 6-2, 6-0.
Women's Doubles
4th round:—Mrs. McIlquham and Miss E. H. Harvey (Britain) beat Miss Kea Bouman and Miss Conquerque (Holland)—*via wireless*.
Semi-final:—Mrs. Covell and Mrs. B. C. Shepherd-Barron (Britain) beat Miss E. Ryan (America) and Miss Betty Nuthall (Britain) 6-4, 8-6, 9-7.
Mixed Doubles
4th round:—H. Cochet (France) and Miss Ellen Bennett (Britain) beat C. G. Eames and Miss Evelyn Coyer (Britain) 6-4, 8-6. —Winners enter quarter-finals.
Quarter-final:—Farquharson and Miss Heine (South Africa) beat Jean Borotra (France) and Miss Kea Bouman (Holland) 10-8, 2-6, 7-5. —Winners enter semi-finals and meet F. T. Hunter and Miss Helen Wills (America).

CANTON'S POLITICAL SENSATION

NEW GOVT. COUNCIL CHAN CHAI-TONG OMITTED BY NANKING!

RETAINS POST OF C.-IN-C.

Canton, Yesterday.
Publication 16-day of a Nanking Gazette re-organising the Canton Provincial Council with the name of General Chan Chai-tong excluded has caused a sensation.
Although Chan Chai-tong signified his unwillingness to serve at the beginning, it has been thought that Nanking would never agree to it, in view of the alleged internal disagreement within the Kwangtung administration, of which Chan Chai-tong is the head of the military and General Chan Ming-shu is head of civil affairs.
The departure of several regiments of troops friendly to Chan Chai-tong from Canton for Shikwan yesterday and to-day is also attracting public attention. — Nan Chung Kuo News Service.

Campaign v. Bandits
Canton, Yesterday.
General Chan Chai-tong, who is in charge of military disarmament and re-organisation and bandit suppression in Kwangtung, has given orders for the wholesale clearing-up of bandit haunts in the Sze Yap districts.
The 1st Independent Brigade under Colonel Wong Chis-wan will be detailed to carry out this anti-bandit campaign. All expenses for the purpose will be defrayed by the imposition of a new tax called "Bandit Suppression Duty" on merchant ships passing within the districts concerned for a period of two months. — Nan Chung Kuo News Service.

Kwangsi Affairs
Kweiping, Yesterday.
All leading politicians and military supporters of the Government will meet at Nanning, the capital of Kwangsi, in the next few days, the chief topic being the rehabilitation of the province.
The new Kwangsi regime is still unable to raise any money formally to inaugurate a new government and this may have to be delayed until August 1, before which time a loan may be successful. — Nan Chung Kuo News Service.

DWIGHT DAVIS

ARRIVAL IN COLONY THIS AFTERNOON

OFFICIAL LANDING

Mr. Dwight Davis, the new Governor-General of the Philippines, arrived here this afternoon by the "President Taft." He was accompanied by his daughter and his niece.
Immediately the steamer berthed alongside the Kowloon Wharves, the personal staff of His Excellency, Sir Cecil Clementi, K.C.M.G. and Mr. Roger C. Tredwell, American Consul-General, went on board to meet the distinguished visitor and party.
An official landing was later made from Queen's Pier, the guard of honour being supplied by the 2nd Battalion King's Own Scottish Borderers.

Mr. Davis and party are staying at Mountain Lodge during their sojourn in the Colony. To-morrow Mr. Davis will have a round of golf at Shek-O with Mr. Tredwell and remain for lunch.
Mr. Davis leaves here later in the day by the "President Taft" for Manila to take up his new post.

DOCK ACCIDENTS

A boiler maker's coolie named Tong Shun was removed to the Kwong Wah Hospital suffering from a fractured right thumb caused whilst removing plates on board the s.s. "Ruby Castle," which is undergoing repairs at Kowloon Dock.
The second accident occurred on the hillside at the back of the docks, where the Lam Woo firm of contractors are engaged in quarrying stones.
Two quarrymen, Kwong Sing and Kwong Chun, were injured through the sudden explosion of an unfired charge of dynamite. Kwong Sing was injured about the eyes and arms and Kwong Chun on the head and groin.
They were both removed to the Kowloon Hospital.

HECTIC WELCOME

BRITONS KISSED BY SPANISH ADMIRERS

"NUMANCIA" RESCUERS

Madrid, Yesterday.
The rescue of the "Numancia" airmen and the subsequent reception in Gibraltar, were in no wise less hectic than the welcome accorded to the rescued and their rescuers on their arrival.
A delicious crowd completely overpowered the Police, and even young women aristocrats completely abandoned their natural Spanish restraint and disregarded the recent by-laws forbidding public embraces. They enthusiastically kissed the Britons, who after a terrific "lionising" were grateful to escape unscathed.
H.M.S. "Eagle's" Captain Lawrence exclaimed: "We are quits, for the Spanish Police have saved our lives from dangers such as we never faced on the ocean." — Reuter.

Wild With Enthusiasm
The British Wireless message says:—
The public reception accorded in Madrid to-day to Captain Lawrence and other officers of the aircraft carrier "Eagle" and to the Spanish airmen they rescued was embarrassingly fervid. Wild with enthusiasm the crowds broke through the Police and the officers were embraced and showered with bouquets.

To Lunch With the Queen
They lunch with the Queen of Spain to-morrow.

WATER SUPPLY HOURS
Victoria and high level districts:—
6 a.m. to 8 a.m.
6 p.m. to 8 p.m.
Sewer Road (Eastern Section only), Barker Road, Magazine Gap and Wanchai Districts:—
6 to 8 a.m. and 4 to 5 p.m.
Remainder of the Peak:—
6 to 9 a.m.

STILL AGROUND

TANKER "FU KWANG" AT WANGMOON

WATER FOR HONG KONG

While on her way down to Hong Kong on her usual daily voyage carrying 1,200 tons of fresh water from the West River delta, the chartered tanker "Fu Kwang" grounded on the Wangmoon Bar. Up to late yesterday afternoon she had not been refloated but, the authorities state, it is hoped to release her from her present position shortly.
In connection with drawing water from adjacent places, a suggestion is thrown out, through the "China Mail," that local tankers should procure their water from the area between Blake Point and Amherst Point on the Pearl River, which places are well known to mariners and the area referred to is about 50 miles from Hong Kong. By doing so it will not be necessary to go as far away as Kowloon.

To-day's rainfall 0.12 inch
1929 rainfall 15.09 inches
Average 41.20 inches
Deficit 26.11 inches
DON'T WASTE WATER!

SERIES OF THEFTS

Lau Man (25), a house boy employed at No. 25, School-street, Causeway Bay, has been arrested by the Police on a charge of larceny of \$260, the property of his mistress.
It is learned that \$254.35 of the stolen money has been recovered.
Mr. Robb, residing at "Morning-side House," Shek-O, reported to the Police that some time between 1 and 3 a.m. yesterday, a thief entered his bedroom through an open verandah door and stole a gold wrist watch and \$1 in cash. From the cook's room the thief took \$20.
Mr. L. Parkes, storekeeper at Lyndon Barracks, reported to the Police the theft from the cook-house of a quantity of cooking utensils worth \$22.

HARDY MARINERS' EXPLOITS

U.S. ASPIRANT

COL. STEWART DOES NOT LIKE NORTH SEA

FROM BOSTON TO HAVRE

Oslo, Yesterday.
To Reuter correspondent at Oslo, Colonel Stewart expressed a dislike for the North Sea. He did not care to make a similar crossing.
Simultaneously Boston (Massachusetts) cables that David Turner, a Norwegian, 23 years old, has started out for Havre in a 16-foot open boat with a second-hand outboard motor.
This optimist, who expects to make Havre in two months, is subsisting on canned food.
A wag presented him with a compass at the quayside.—Reuter's American Service.

[A Reuter telegram from Stavanger (Norway) dated July 2, stated that Colonel R. N. Stewart, formerly of the Cameron Highlanders, his wife and a friend, together with a Thames waterman, have completed a hazardous trip from Aberdeen to Oslo on an in-board motor-boat 30 feet long with an engine of 140 horse-power.
The trip occupied 25 hours, though the boat was capable of a speed of 45 knots.
The sea was very rough for part of the trip, the boat being repeatedly flooded.]

NAVAL DOCKYARD

MORE DEPARTURES AND ARRIVALS

FAREWELL TO OFFICIAL

The members of the Dockyard Recreation Club gathered in force last evening to bid adieu to Mr. W. Green, Foreman Superintendent, Electrical Engineer's Department, who is leaving for Portsmouth, being relieved by Mr. White who formerly served here during the War and who was present at the farewell gathering to Mr. Green.

Mr. F. W. Brown, Senior Supervisor of the Dockyard, was in the chair and Mr. E. E. Benham, Superintendent of Electrical Engineer, was present to ask Mr. Green's acceptance, on behalf of the D.R.C. and colleagues in the Dockyard, of a handsome Blackwood and silver tray and stand.
Mr. Benham paid a tribute to Mr. Green's services, and his regrets at losing a loyal assistance, and in commenting on the coincidence of colours in the names of his staff, present and leaving, paid Mr. Green a very happy compliment, and wished him all success in his new appointment.
Mr. Green, in responding thanked his Senior officer and all present for their appreciation, and was honoured, with "He's a jolly good fellow," three cheers and a Hong Kong "tiger."

Mr. Green leaves to-morrow by the P. & O. s.s. "Kashgar." Others leaving the local establishment on the same ship are Mr. P. G. Hall, an old playing member of the Kowloon F.C. and an officer of the R.F.A. Belgol, also Mr. Stribley, Commissioned Engineer of H.M.S. "Bruce." Both the latter are well known members in Dockyard Recreation Club circles.

Fresh Arrivals
Arriving on the P. & O. s.s. "Khyber" yesterday were Mr. White, Foreman of the Superintending Electrical Engineer's Branch relieving Mr. Green; also Mr. Smith, Chargeman S.E.E. branch, relieving Mr. Harvey; Mr. Bush, Chargeman of Chief Constructors' Branch; and Mr. Pledge, Inspector, who relieves Mr. Latham, Inspector of Constructive Department. The latter officer departing shortly by the P. & O. s.s. "Khiva" after a stay of four years and a half in the Colony.

COMDR. BOOTH

New York, Yesterday.
Miss Evangeline Booth has recovered from her recent motor accident and has gone to the Salvation Army summer headquarters.—Reuter's American Service.
It was announced that in the House of Commons refreshment rooms 5,494 fewer meals were served in 1928 than in 1927, although the business of the House occupied four more days.

THREAT EPISTLES

SECRET SOCIETY ANGRY WITH GENERALS

"MORE RESPECT TO CHIANG"

Shanghai, To-day.
A secret society in Shanghai with a very high personage as its chief patron is said to have sent threatening letters to both Generals Feng Yu-hsiang and Yen Hsi-shan, warning them to refrain from statements and actions which tend to lower the dignity and prestige of Marshal Chiang Kai-shek.
It is understood that the refusal of Yen and Feng to co-operate with Chiang has been responsible for the hesitation of Chang Hsueh-liang, whose sphere of influence is Manchuria, to visit Peking to confer with Chiang.
Chiang, being the Chairman of the State Council and Central Executive Committee at Nanking, deserves more respect than he is now receiving. Instead of responding immediately to his summons for a conference, the lesser Generals mentioned have practically ignored him, and Chiang's supporters feel greatly dissatisfied that Chiang had to dispatch delegates to call on the sectional chiefs.—Nan Chung Kuo News Service.

Chang Hsueh-liang
Peking, Yesterday.
Yen Hsi-shan is better to-day but it is understood he is unable to leave the German Hospital (in the Legation Quarter) for a few days.

In the meantime, the ship in which Feng Yu-hsiang and Yen Hsi-shan are due to sail from Tangku to-morrow has been cancelled, indicating that through an understanding between Yen Hsi-shan and Feng Yu-hsiang it is believed they will leave together, or else not at all. The situation between Yen Hsi-shan and Chiang Kai-shek is static on account of Yen Hsi-shan's illness.
It is officially stated by Chiang Kai-shek's followers that General Chang Hsueh-liang is arriving here from Manchuria shortly.—Reuter.

Difficult to Analyse
Shanghai, Yesterday.
The situation in North China is exceedingly difficult to analyse. Yen Hsi-shan, now in a German hospital in the Legation Quarter of Peking, is out of reach of callers, including the leading militarists and politicians doing Chiang Kai-shek's bidding to plead with Yen Hsi-shan.
Feng Yu-hsiang has so far failed to accept Chiang Kai-shek's invitation to Peking for a conference with a view jointly to requesting Yen Hsi-shan to remain at home instead of going abroad.

Chang Hsueh-liang, the administrator of the three eastern provinces, is hesitating to approach Chiang Kai-shek. The failure of Chiang Kai-shek and Chang Hsueh-liang to come to an understanding may mean the postponement of Manchuria coming more practically under the jurisdiction of the National Government.—Nan Chung Kuo News Service.

EMPHATIC DENIAL

Shanghai, Yesterday.
General Chang Hsueh-liang is still carefully watching the political situation in China Proper. The previous report that he had intentions to proceed to Peking for a conference with Chiang Kai-shek and other Nanking leaders is emphatically denied by him in an official statement. He says that he is busily occupied on the occasion of the anniversary of his father's death.—Nan Chung Kuo News Service.

STOLEN PROPERTY

SENTENCE AGAINST A CHINESE REVISED

Sentenced to six months' imprisonment last week at the Kowloon Police Court for receiving stolen property, a Chinese this morning appealed to Mr. T. S. Whyte-Smith through Mr. Hsin-shing Lo, for the sentence to be reconsidered.
Mr. Hsin-shing Lo cross-examined his client who said that he had received a gramophone from another man (first accused) and had taken it to the residence of the latter. But he did not know it had been stolen.
His Worship, after accused had been cross-examined said that he would place the latter in the same category as fourth accused (a woman who had in turn bought the gramophone and sent it up-country to her shop). She had been convicted and fined.
Accordingly accused was fined \$70 with the alternative of seven weeks' imprisonment.
Demonstrations to celebrate the Dublin rising of 1916, fixed for Belfast, Armagh, and Derry, have been prohibited by the Home Secretary for Northern Ireland.

SAILORS IN CAR SMASH

TWO IN HOSPITAL

TRAMCAR JUST MISSES A HEAD-ON COLLISION

MOTORISTS' DEATH-TRAP

An accident which resulted in two British sailors and a Chinese motor car driver being removed to hospital occurred on the Shauiwan-road, near Saiwan-terrace, yesterday afternoon.
Involved in the accident were public motor car No. 630 and tramcar No. 39, which came into collision about 50 yards from the east gate of the Taikeo Dockyard, at about 2.45 p.m.
The motor car, containing three British sailors, was returning to town. It was going up a slight incline, and in negotiating a bend on the road, well on the left side of the road, it got in the way of the tramcar on the other side of the bend, going downhill in the opposite direction.

A Timely Move
When Tain Yu-chow (26), the driver of the motor car, saw the tramcar after rounding the bend, it was almost on top of his vehicle, and realising that it was almost impossible to avoid a collision, he turned the motor car slightly to the left just before the impact. This wise move of his prevented a head-on collision which would undoubtedly have resulted fatally for the occupants of the motor car.
The tram ran into the right side of the front part of the motor car, ripping the right front wheel clean off the axle, whilst the engine of the motor car was smashed right in.

Thrown Clean Out
The force of the impact caused Able Seaman E. Sharman of H.M.S. "Seepoy," who was sitting in front with the driver, to be thrown clean out of the motor car. He fell heavily on his face on the road and injured his lower jaw.
Able Seaman E. G. Green, also of the "Seepoy," who was in the back seat of the motor car with another comrade, fell heavily forward and was badly injured about the face and chest.

The third sailor, whose name has not been ascertained, was lucky to escape with only minor bruises. He made arrangements for the removal of his two comrades to the Naval Hospital where it was learned this morning that both were progressing favourably, and were not considered to be in danger.

Driver Also Injured
The driver of the motor car was injured on the forehead and had to go to the Government Civil Hospital for treatment. His condition is also not considered serious.

Beyond a shaking, no one in the tramcar suffered as the result of the collision, but the front part of the tram was damaged to the extent of \$100. It was unable to move under its own power and had to be pushed back to the depot by another tram.
It is understood that damage done to the motor car is beyond repair.

Cause of the Mishap
The accident is attributable to the fact that the single tram track on this section of Shauiwan-road bugs the foot of the hill with the wire standards standing practically in the middle of the road instead of being erected on the extreme sea edge of the road.
Whilst giving a clear half of the road to motor cars travelling from town, this is a veritable trap for motor cars going in the opposite direction. To avoid the ever present danger of dodging in between the tram standards and run the risk of running into one of them, motor cars are forced to travel on the tram track.
If the tram standards had been erected on the side of this broad 75-foot road, there would be ample room for two motor cars to pass each other on the sea side of the road, leaving the tram tracks entirely free from other than tram traffic.

Matter for Authorities
This danger has long been noticed by motorists using the Shauiwan-road. Now that this accident has occurred, and there is the possibility of others, it would be wise for the authorities to look into the advisability of removing the tram standards from their present position.

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All replies under this heading must be called for.

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WANTED.—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

WANTED.—By Japanese, a position in an Hotel. An all round man willing to do anything. Apply Box No. 600, c/o "China Mail."

WANTED.—For outport European job printing establishment in full running order. Competent senior workman. Excellent prospects right man. Application stating age and complete list of positions held since apprenticeship till time of application together with copies of references to be sent to Box No. 610. All applications kept strictly confidential.

SITUATION WANTED

EURASIAN GIRL with experience wants position as NURSEMAID. Will live in. Apply Box No. 607, c/o "China Mail."

SITUATION VACANT

BRITISH FIRM has vacancy for experienced European Stenographer for confidential work. Reply giving references and salary required to Box No. 609, c/o "China Mail."

TO LET

TO LET.—Office in Asiatic Building. Apply Secretary.

TO LET.—Furnished, one room; use of bathroom and kitchen. Apply: Mrs. Chan, 587, Nathan Road, Kowloon.

FLATS TO LET.—First, Second and Third Floors, No. 20, Ice House Street (formerly occupied by Carlton Hotel). Cool and Central Locality. Grand outlook towards Public Gardens. Modern Sanitation. For further particulars apply to H. Rutledge & Son, 15, Queen's Road Central.

TO LET OR FOR SALE.

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

FOR SALE.

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

FOR SALE.—"Barkers" Sai Wan. A fine 4-roomed Bungalow with large Garden. Excellent Bathing facilities. Ideal place for Summer Hotel. For full particulars apply Box No. 595, c/o "China Mail."

WATER TANK FOR SALE

100-gallon Steel Drum for sale, these are good strong tanks for reserving water for household use, and are galvanised inside and outside, no rust will occur. Price \$15.00 each. Kwong Sang Hong Limited, or 184/5, Praya East, Wanchai.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

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105, Des Voeux Road Central

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Tel. C. 5147.

NOTICES.

WATER EMERGENCY COMMITTEE.

A Control Office has been opened, as from to-day, at Post Office Building, 1st floor.

All inquiries and communications regarding the importation of water should be made there.

WILL STEAMSHIP AGENTS

PARTICULARLY NOTE.

Tel. No. C. 2627 & Govt. No. 284.

By Order,

H. S. ROUSE,

Secretary.

Hong Kong, 1st July, 1929.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
Of Sale by Public Auction to be held on MONDAY, the 8th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing in Acres	Containing in Square Feet	Containing in Square Meters
1	As per plan.	12.480	340,000	340,000

G. R.

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PARTICULARS & CONDITIONS
Of Sale by Public Auction to be held on MONDAY, the 8th day of July, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing in Acres	Containing in Square Feet	Containing in Square Meters
1	As per plan.	3.988	109,000	109,000

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

The Undersigned have received instructions to sell by Public Auction

ON

WEDNESDAY, July 10, 1929,

commencing at 2.30 p.m.

at their Sales Room,

Duddell Street.

A VALUABLE COLLECTION OF

CURIOS.

Comprising:—

Ornaments, Bronze Incense

Burners, 5-colour and 3-colour

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BRITAIN AIR-PROOF

NEW INVISIBLE RAY DISCOVERED

DYNAMIC PROGRESS

Britain will be practically impregnable from the air soon. The day is rapidly approaching when enemy machines bound for British coasts will be reflected on tiny illuminated screens in a score of outposts, and the "horns" of the R.A.F. will be in their midst long before they are within striking distance.

Quietly, and without ostentation, dramatic progress has been made within the past few months towards solving this most critical problem of national defence.

Stimulated by the warnings of the Earl of Halsbury, Lord Sydenham, and others, and frightened by the appalling weakness of air defence as revealed by the sensational exercises over London and the home counties in August last, the research branches of the fighting services have been working feverishly on schemes for the protection of the country's vitals from the dangers of air attack.

The Invisible Ray.

The experts are confident that in the new twin sciences, Television and Notovision, a solution has been found. At the moment the position is that, though much of the plan has only now emerged from the experimental stage, a new phase of high efficiency in national defence has definitely begun.

Notovision is vision in darkness by means of the invisible infra-red ray which is transformed by means of a modified television apparatus into a visible ray. The infra-red ray picks up the object. The Television transforms it into an image which can be seen as clearly as a cinematograph picture.

Observation points can be established equipped with searchlights sweeping the night sky, with beams of infra-red rays. The Notovisor will pick up the objects revealed by its electric eye and transmit them back to the screen at defence headquarters.

Infra-red rays have sixteen times the fog penetrating power of the ordinary rays of the spectrum, and their value for discovering the approach of hostile aircraft under cover of darkness or fog is obviously inestimable.

Distance no Drawback.

It will be possible to equip air-planes with Notovision apparatus, and in darkness or fog a fighting machine so equipped would have

an enemy machine, not so equipped, at its mercy. It would direct its invisible rays on an enemy machine floundering in the dark quite unaware that it was under observation and harried by a foe which it could not see.

Similarly a naval battle between a fleet equipped with Notovision searchlights and one relying on ordinary means of observation would in the dark be a one-sided affair. In the sweep of an infra-red beam all difficulties of fog, poor visibility, and smoke screens disappear.

Distance is no drawback. The Television or the Notovisor cannot see further than the human eye can reach; but the images themselves can be converted into visible rays and transmitted by wireless to a far distant receiving station. The stage has been reached when experiments are about to be carried out in the transmission of night pictures from New York to London.

Must not be Lost

The "Sunday Express" understands that the Government has decided that the fruits of this great discovery, must on no account be lost to Britain or fall into the hands of an alien Power.

Admiral Sir Mark Kerr, after a recent demonstration, summed up the position thus:—"He who cannot see the importance of television cannot have any vision."

Within the past few weeks highly confidential demonstrations of television and notovision have been given to statesmen, soldiers, sailors, and airmen, and among those who have expressed surprise and wonder at its possibilities for defensive purposes in a future war are Lord Allenby, Lord Arnold, Admiral Sir Mark Kerr, Sir Thomas Inskip, Sir Herbert Samuel and Mr. Ramsay MacDonald.

Other names which cannot be given reveal the importance which the authorities attach to the latest development in the new science of vision. Every facility is to be given for the fullest exploration of the latest discoveries.

CONSPIRACY CASE

LABOUR M.P. APPROACHED FOR DEFENCE

London, June 13.
Mr. Holford Knight, the Labourite victor of Nottingham South in the General Election, has been approached to accept a special retainer to defend the accused in the Meerut alleged conspiracy case.

TO-DAY'S RADIO

BROADCAST BY Z. B. W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese Music.

7.45 p.m.—Evening Weather Report.

8 p.m.—Evening Programme (Victor and H.M.V. Records supplied through the courtesy of Messrs. S. Moutrie and Co., Ltd.)

"Martha" (Plotow), Selection.

The Band of H.M. Coldstream Guards

"The Lay of The Lady's Vow,"

"Before I Go To Sleep,"

Anona Winn with Harold French,

George Baker and Leonard Henry,

"Spring Song" (Mondelsohn),

"Serenity" (Vieuxtemps), Violin Solo,

"Fora Del Destino" (Verdi),

Overture,

Victor Symphony Orchestra.

"Annabelle Lee" (Leslie),

"Until" (Sanderson), Tenor,

Walter Glynn.

"Hungarian Rhapsody—No. 2" (Liszt),

Philadelphia Symphony Orchestra.

"Reducing" ("Trials of Topsy"),

"Kate in the Call Box," Talking by,

Angela Baddeley.

"Crown of the Year,"

"Hatfield Bells," Baritone,

Percy Heming.

"Introduction and Allegro For

Harp With Strings And

Woodwind Accompaniment"

(Ravel).

"Nocturne—No. 3" (Bridge),

Virtuoso String Quartet with

J. Cookerill, R. Murchy and C.

Draper.

"Wake Up and Dream,"

"What is this Thing Called Love,"

Tenor,

George Metaxa.

"Among My Souvenirs,"

"Nola,"

The Revellers.

"Les Preludes—Symphonic Poem,"

(Liszt),

London Symphony Orchestra.

"Aloha Oe,"

"Nightingale Song,"

Hulda Lashanska.

"Hot Pot,"

"Sonny Boy," Comedienne,

Gracie Fields.

"Hungarian Rhapsody, No. 14" (Liszt),

Pianoforte Solo,

Mark Hambourg.

"Mrs. Cohen At The Beach," Humorous

Monologue by,

Fanny Brice.

"Drink To Me Only With Thine

Eyes,"

"Believe Me If All Those Endearing

Young Charms,"

Lawrence Tibbette.

"Marche Slave" (Tschaiskowsky),

Philadelphia Symphony Orchestra.

10.30 p.m.—Close Down.

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CALL OF THE SOIL

BRINGS FARMER BACK TO CANADA

Montreal, May 14.
Cyrus G. Shaver, born and raised on a farm in the Pembina Valley of Manitoba, left Canada to secure employment in Detroit in 1922. He did well, bought a title to a home and settled down in happy exile. But the call of the soil was too strong. Recently he appeared in the land settlement offices of the Canadian National Railways in Winnipeg. Forty-eight hours after his arrival he had secured a splendid 320 acre farm near the town of Dugal, close to Winnipeg, with first class buildings and much of its land under cultivation, which he purchased for \$7,000. He has made arrangements to bring his family back to Canada with him to take up life in the province he knows so intimately.

SIR W. A. JOWITT

ASKED TO RESIGN FROM PRESTON REFORM CLUB

London, June 14.
Certain members of the Preston Liberal Party who strongly resent Sir W. A. Jowitt's action in accepting the Attorney-Generalship in the new Government are pressing the local Liberal Council to reverse its decision not to ask him to resign his seat.

In the meantime, the Preston Reform Club has followed up its resolution calling on him to resign his membership of the club by returning an autographed portrait which he presented six months ago.

QUEEN'S GRATITUDE

GIFTS FOR STAFF OF BOMBAY HOSPITAL

Bombay, June 18.
Queen Souriya has sprung a pleasant surprise on the staff of St. George's Hospital, several of whom have received beautiful presents, including a silver brooch set with 17 diamonds, rings studded with rubies, pearls and sapphires, besides gifts of money. The recipients included a sweeper attached to the special ward allocated to the Queen.

WOMEN'S CONGRESS

UNIVERSAL EXTENSION OF FRANCHISE URGED

Berlin, June 24.
The Women's International Congress has ended. A resolution was passed urging the extension of the franchise to women in all countries.—Trans-Ocean.

UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

Fact, from Singapore.
Haino, from Singapore.
Kee Chong, from London.

S. LACK,

Superintendent.

Hong Kong 27th June, 1929.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Fujiaba, from Osaka.
George Lynott, from Shanghai.
H. Kong Kwok, from Osaka.
Milladert, from Dairen.

E. V. JESSEN,

Superintendent.

Hong Kong, 27th June, 1929.



Above, the little and aristocratic Mrs. Word Leigh, a pioneer of the back-to-sunshine movement, whose residence at Nyack, N. Y., was all glass. Left, John D. Rockefeller standing in front of his house in the Pecanite Hills, built so that during his iron-clad

Synthetic Tan, Beach Bum, Backless Frocks in Wake of Craze

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SHINYO MARU	Wednesday, 10th July.		
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SEATTLE, VICTORIA via Shanghai & Japan Ports.			
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TYO MARU	Monday, 12th August.		
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.			
HAKONE MARU	Saturday, 13th July.		
SUWA MARU	Saturday, 27th July.		
SYDNEY & MELBOURNE via Manila & Ports.			
AKI MARU	Wednesday, 24th July.		
KAGA MARU	Wednesday, 21st August.		
BOMBAY via Singapore, Penang, & Colombo.			
AWA MARU	Thursday, 11th July.		
NAGATO MARU	Saturday, 27th July.		
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.			
ANYO MARU	Tuesday, 9th July.		
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.			
KAMAKURA MARU	Tuesday, 9th July.		
NEW YORK, BOSTON via Panama.			
ATAGO MARU	Sunday, 21st July.		
LIVERPOOL via Port Said, Constantinople, Genoa.			
DURBAN MARU	Saturday, 20th July.		
CALCUTTA via Singapore, Penang & Rangoon.			
GENOA MARU	Tuesday, 9th July.		
RANGOON MARU	Monday, 15th July.		
SHANGHAI, KOBE & YOKOHAMA.			
HAKOZAKI MARU	Sunday, 7th July.		
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ATLAS MARU	Sunday, 11th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
MONTEVIDEO MARU	Tuesday, 30th July.
BOMBAY—Via Singapore & Colombo.	
SHUNKO MARU	Friday, 19th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Sunday, 7th July.
CALCUTTA MARU	Tuesday, 6th August.
CALCUTTA—Via Singapore, Penang & Rangoon.	
BORNEO MARU	Thursday, 18th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARIZONA MARU (From Shanghai)	Monday, 15th July.
MELBOURNE—Via Manila, Brisbane & Sydney.	
BURMA MARU	Friday, 5th July.
HIMALAYA MARU	Wednesday, 7th August.
HAIPHONG—Via Hanoi & Peking.	
MENADO MARU	Thursday, 11th July, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
HAYAMA MARU	Wednesday, 17th July.
JAPAN PORTS	
KASADO MARU	Sunday, 7th July.
AMAZON MARU	Tuesday, 9th July.
BATAVIA MARU	Sunday, 14th July.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 7th July, 3 p.m.
HOZAN MARU	Sunday, 14th July, 3 p.m.
TAKAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 18th July, noon.
TAKAO & KEELUNG	
BATAVIA MARU	Sunday, 14th July.

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SHIPPING SECTION.

CARGO HANDLING

HOW GREATER SAFETY CAN BE ACHIEVED

ITS OPERATION ON BOARD

[J. Bruhn, D.Sc., Det. Norske Veritas.]
Laudable attempts during recent years have been made at increasing by State regulations the safety of workers engaged in the loading and unloading of ships. It is only right that the various Governments should establish such regulations regarding this work as will reduce the risk of injury necessarily connected with it. Many of the suggested regulations effect of increasing to the greatest possible extent the safety of the workers.

The first condition of safety is that the hoisting gear is made of sound material and is of proper design. The second condition is that it is kept in good repair, and the third that the workmen themselves exercise the necessary care in using it. From the point of view of their effect in the direction of increased safety, the order of importance of these three conditions ought to be reversed, judging by the nature of the accidents which most commonly occur.

To an experienced crane engineer it is not a difficult problem to design and make a strong and safe hoisting gear. He can, if necessary, make exhaustive examination as to the soundness of the material he uses, and he can and must estimate the working stresses, and provide for a safe maximum. In doing this he may find it convenient to work with certain figures for the so-called "factors of safety" or "safe working loads." It is difficult to define exactly what these figures are for a complicated arrangement like a ship's hoisting gear, but in a general way they indicate the extent to which the weight to be lifted can be increased without the gear failing.

Each designer may attach a somewhat different meaning to the expressions "working load" and "factor of safety." This, however, need not necessarily cause any confusion, for the strength of the gear he makes, as he is fully aware of the meaning of these figures, and can use them accordingly. Two designers may thus very well use nominally very different "factors of safety," and yet arrive at exactly the same strength. One may, for instance, use the figure for the working stress in relation to the limit of elasticity of the material for repeated stresses, and the other the figure for the stress at which the material actually breaks.

If shipbuilders are themselves designing hoisting gear, it would be convenient for them to get all the various parts of the gear which the manufacturer supplies, marked with the figure indicating the magnitude of the load, which the manufacturer thinks the item can safely bear. If such information is to be of use, the manufacturer must, however, make it quite clear on which assumptions the estimate of the working loads are based. Are the loads, for instance, supposed to be steady or quickly changing? how great is the allowance made for wear and other deterioration, &c.?

Such marking of gear is, on the other hand, to say the least, of doubtful value as a means of furthering the safety of the workmen using the gear. It is practically impossible for them to estimate the exact load which comes on the various parts of the gear, and it is, therefore, quite impossible for them to find out which part of the gear would be most strained in proportion to the stated working load. The marking of blocks, booms, &c., with a working load would undoubtedly only tend to confuse most operators.

Independent Control Not Needed
The name of an experienced gear manufacturer will usually in itself be a considerable guarantee to a shipbuilder for the reliability of the gear supplied, and the name of an experienced shipbuilding firm will likewise be a guarantee to the shipowner that he is getting a safe hoisting gear.

Few accidents take place with new hoisting gear. Independent control, with the design and with the soundness of the material used, is therefore not particularly needed. Still, faulty design and faulty material do occur, and some control with these

may therefore be quite proper. It would be most natural to let such control be of the same nature and extent as the control which already exists with other structures of a similar character and of fully equal importance.

The control with the quality of the material in other parts of a ship's structure is now in the majority of cases undertaken by the classification societies, and it consists in certain specified tests being carried out at the manufacturer's establishment. This has for many decades been found quite sufficient for the purpose of securing the necessary quality of the material in the main structure of a ship and in details such as masts, yards, rudders, shafts, &c., and there would thus appear to be no reason to expect that it should not be sufficient also for the purpose of securing that sound material is employed in the making of hoisting gear. A short statement to that effect, material should be in accordance with the requirements of one of the recognised classification societies ought, therefore, to be quite sufficient for the purpose of securing the desired safety in this respect.

No Scantlings
The strength of the hull of a ship, the rudder, the shaft, and the masts is secured through the classification societies or State authorities prescribing definite scantlings in each case, and experience has shown that this is a sufficient guarantee for safety as far as strength is concerned when the vessel is handled properly. The classification societies have so far in most cases not pre-

scribed scantlings for hoisting gear. The explanation hereof is no doubt that this gear is more liable than a ship's structure generally to be subjected to sudden and unaccountable stresses, in the former case, wind, and sea in combination with gravity, which cause the stresses, whereas in the latter case it is human beings who are even more erratic in their actions than wind and water.

If proper strength is to be secured for new hoisting gear it would nevertheless be most rational to prescribe definite scantlings for the various sizes of gear, just as the classification societies do for the remainder of the vessel, and the most rational manner of doing this would be to ask the classification societies to establish in their rules tables of scantlings for hoisting gear. If these institutions do not like to make such scantlings compulsory themselves they might be left optional as far as the institutions are concerned, as are now other similar regulations. It would even in this case be desirable not to let any uncertainty enter into the determination of the scantlings by the use of "factors of safety" or similar expressions, although this can be done without great risk of harm when the interpretation of their meaning is left to an institution having an established practice regarding such points.

The use in State regulations of expressions like "factor of safety," "safe working load" without such fixed practice or without exhaustive definitions and explanations does not mean anything, and will, therefore, not tend to improve safety, particularly if the regulations are to be applied internationally, and an interpretation therefore left to people with widely different training and ideas.

Strength requirements based on the "safe working load" principle may in many cases when definite figures are given, and with clear definitions be quite satisfactory when applied nationally to workshops on land, where hoisting gear partakes more of the nature of regular machinery, and where the operators are usually in possession of more engineering knowledge than the workmen manipulating such gear on board ships.

It is a somewhat laborious work to establish satisfactory rules giving the scantlings for various sizes and arrangements of hoisting gear, and it cannot be done without a large amount of material at disposal as regards previous practice under varying conditions. It is a much easier task to simply lay down a rule to the effect that the gear shall be constructed on the basis of a certain "factor of safety" or for a certain "working load" on the various parts.

Imposition of such a definition of these factors would be very cumbersome, and it must, on the other hand, be detailed and specific if it is to be of any use, otherwise the strength requirements will in reality be left to chance judgment as now. What does, for instance, "working load" or "factor of safety" mean in connection with the estimate of the strength of a mast subjected to the pressure oblique or otherwise from a boom? And what do these expressions mean in connection with the calculation of the strength of so simple a thing as a bolt subjected to combined shearing and bending?

With regard to the inspections of hoisting gear for the purpose of ascertaining its scantlings and condition, it may be said that they cannot be undertaken too often on account of the exceptional wear, and that the gear is exposed to. If such examinations are to be of real value, they ought in fact to be made immediately before the gear is being used, and this is no doubt the reason why the classification societies generally decline to undertake regular surveys of gear as they do of the remainder of a vessel.

It is impracticable for outside authorities to undertake sufficiently frequent examinations, and these must, therefore, if they are to be made, be undertaken by the officers of the ship or by the workmen themselves. The extent to which such examinations will reduce the risk of accidents will necessarily depend on the capacity of the ship's officers or operators to do the work. It requires some fair practical knowledge of engineering to be able to judge correctly of the importance of wear and faults in the material at the various parts of the gear.

People without any knowledge of engineering have often great faith in tests made on the entire hoisting gear by simply lifting a weight, or on a portion of it by subjecting it to either tension or compression. A little consideration of what such tests really mean will show their small value as a guarantee of the sufficiency of the strength of the gear. In the first instance such tests on the complete gear can hardly be made under a sufficient number of the varying conditions as to position of booms, heel of vessels, &c., to cover all the circumstances under which weights of the magnitude used may be lifted.

Further, and this is worse, if there is no adequate failure of the gear with such a test, that is no proof at all that it is safe to lift a weight of that particular magnitude, as the stress may at any part of the gear be excessive with that lift. In fact, the stress may during the test have been higher than the limit of elasticity, and the material may therefore have been injured to such an extent that the gear would fail if a similar weight were again attempted to be lifted. In other words, such weight tests on the entire gear may even be the cause of accidents.

The same objections may be made to the testing of any part of the hoisting gear, such as masts, booms, bolts, &c. The guarantee of the strength of the gear in part or in entirety must lie in the sufficiency of the scantlings, and if these are secured, and there is thus no risk of causing any overstraining anywhere, it may be desirable to test the gear by lifting a weight evenly somewhat in excess of the weight usually lifted, just to make sure that everything is in working order. The case is quite analogous to testing boilers with hydraulic pressure, and no competent engineer, of course, would think of declaring the scantlings of a boiler sufficient because the boiler had shown no weakness during a hydraulic test.

False Impression of Security
It is, in the circumstances, particularly unfortunate that the British Home Office have insisted upon such long tests being made on the hoisting gear of ships. Applied to lifting gear in workshops on land, they may, perhaps, be of use, but on board ships they are unsatisfactory, as they do not increase the safety, and may even reduce it by overstraining some material, and by creating a false impression of security with those using the gear. It is all the more unfortunate that these regulations should be prescribed for ships by the greatest maritime nation, and thereby cause other nations to make similar or perhaps less satisfactory regulations modelled on the same principle.

The general public and politicians as a rule have an erroneous idea as

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EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 21	Aug. 3	Aug. 6	Aug. 8	Aug. 11	Aug. 13	Aug. 16	Aug. 18	Aug. 21
EMPEROR OF FRANCE	July 21	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 24	Aug. 27	Aug. 29	Sept. 1	Sept. 3	Sept. 6	Sept. 8	Sept. 11
EMPEROR OF RUSSIA	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 1	Sept. 13	Sept. 16	Sept. 18	Sept. 21	Sept. 23	Sept. 26	Sept. 28	Sept. 31
EMPEROR OF ASIA	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 15	Sept. 27	Sept. 30	Oct. 2	Oct. 5	Oct. 7	Oct. 10	Oct. 12	Oct. 15
EMPEROR OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 6	Oct. 18	Oct. 21	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 3	Nov. 6
EMPEROR OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 20	Oct. 31	Nov. 3	Nov. 5	Nov. 8	Nov. 11	Nov. 13	Nov. 16	Nov. 19
EMPEROR OF ASIA	Oct. 20	Nov. 2	Nov. 5	Nov. 7	Nov. 10	Nov. 21	Nov. 24	Nov. 26	Nov. 29	Dec. 1	Dec. 4	Dec. 6	Dec. 9
EMPEROR OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 24	Dec. 5	Dec. 8	Dec. 10	Dec. 13	Dec. 15	Dec. 18	Dec. 21	Dec. 24
EMPEROR OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 8	Dec. 19	Dec. 22	Dec. 24	Dec. 27	Dec. 29	Jan. 1	Jan. 4	Jan. 7
EMPEROR OF ASIA	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Dec. 29	Jan. 10	Jan. 13	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 26	Jan. 29
EMPEROR OF CANADA	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 26	Feb. 6	Feb. 9	Feb. 11	Feb. 14	Feb. 16	Feb. 19	Feb. 22	Feb. 25
EMPEROR OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 16	Feb. 26	Mar. 1	Mar. 3	Mar. 6	Mar. 8	Mar. 11	Mar. 14	Mar. 17
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BRITISH WUCHOW LINE

JULY SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,038 tons—Capt. Trott.]

JULY

FRI. 5th JULY SUN. 21st

WED. 10th JULY FRI. 25th

TUES. 16th JULY WED. 31st

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

JULY

MON. 3rd JULY WED. 24th

SUN. 14th JULY MON. 29th

FRI. 19th JULY

For information apply to

KWO G WING CO. LTD.

87, Connaught Road West.

Phone: Central 853.

The Sai Kong (or the West River)

is the third largest river in the Chinese Republic and second only to the Yangtze in importance. This magnificent trade route was opened to foreign traffic in 1897, but how many foreigners travel on this important waterway? The scenery along the route is beautiful. We recommend it to any person who wishes to spend a short and economical holiday.

to what can be done in the direction of increasing safety by technical regulations. It cannot be expected that people at large should have sufficient knowledge of engineering to appreciate correctly what can and what cannot be done by technical rules and formulae, but ordinary common sense and an examination of the circumstances of accidents which do occur should convince even those who are designing and creating, and it is natural to them to use technical formulae and expression such as "factors of safety" and "safe working load." If such engineers have no experience in the making of safety rules, they are liable to suggest without deeper consideration regulations involving the use of the formulae which they themselves have found satisfactory in dealing with their side of the problem, although

they may be quite unsatisfactory for another purpose.

Tendency of Shipowners
The shipowners do not appreciate the technicalities in connection with the safety of hoisting gear, and they have a natural tendency to accept suggestions aiming at increased safety provided they do not involve any unreasonable expenses. In that way the regulations, which are in themselves quite unsatisfactory, may be adopted apparently with the support of everybody.

Unfortunately safety regulations are often made as a result of the erroneous impression an accident has created in the minds of people unable to judge of the importance of the accident as a proof of the necessity for new regulations. A characteristic example of this is the following—

A vessel was being unloaded and the work had proceeded without incident for some time, when suddenly, while there was no load at all on the gear, the boom fell down and killed a man, the cause being that

(Continued on Page 5.)

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

P. & O.-British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
KASHGAR	9,005	6th July	Marseilles, London & Hull.
MIRZAPUR	6,715	9th July	Straits, Colombo & Bombay.
ALPORE	5,273	10th July	Straits, Colombo & Bombay.
KHIVA	9,135	20th July	Marseilles & London.
KHYBER	9,114	3rd Aug.	Marseilles, London & Hull.
KIDDERPORE	5,331	15th Aug.	Straits, Colombo & Bombay.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHIA	7,754	7th July	Singapore, Penang & Calcutta.
TILAWA	10,006	24th July	Singapore, Penang & Calcutta.
SIRDHANA	7,745	30th July	Singapore, Penang & Calcutta.
TALAMBA	3,013	1st Aug.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	13th Aug.	Singapore, Penang & Calcutta.
GURNA	5,348	27th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	24th Aug.	Singapore, Penang & Calcutta.
TAKADA	6,549	5th Sept.	Singapore, Penang & Calcutta.

* Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	5th July	Manila, Sandakan, Thursday Island,
ARAFURA	6,000	2nd Aug.	Townsville, Brisbane, Sydney &
TANDA	6,966	30th Aug.	Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	

* Calls Port Holland & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S. S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu,
Colomban, Tawau, Timor, Darwin, or other ports en route as in-
dicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,000	8th July	Moji, Kobe, Osaka & Yokohama.
TALAMBA	3,013	16th July	Amoy, Moji, Kobe & Osaka.
TAKLIWA	7,936	19th July	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	5,331	20th July	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	1st Aug.	Shanghai, Moji, Kobe & Osaka.
KASHMIR	9,985	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
SHEAFMOUNT	4,500	4th Aug.	Amoy, Moji, Kobe & Yokohama.
GURNA	5,348	4th Aug.	Amoy, Moji, Kobe & Osaka.
TANDA	6,966	6th Aug.	Moji, Kobe, Osaka & Yokohama.
NOWSHERA	7,929	8th Aug.	Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

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(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "MACHOAN"	via Suez Canal	8th July.
S.S. "CITY OF MANILA"	via Suez Canal	15th July.
S.S. "ABRISTOS"	via Suez Canal	5th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—
BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

24,000 MILES

UNUSUAL TRAVEL IN THREE
MONTHS' CRUISE

The voyage of the "Malolo,"
circling the Pacific, offers an opportunity
entirely unique in the annals
of world travel—to visit the Orient,
Australia and the South Seas in
one great cruise under the most ad-
vantageous conditions. To attempt
to view all of the 14 colorful lands
included in the "Malolo's" itinerary
would, under ordinary circumstances,
require far more time and expendi-
ture than are involved for those who
make this distinguished cruise de-
luxe.

Think of being able to stay with
such a superb liner as the "Malolo,"
throughout the entire voyage—24,000
miles of cruising, besides extensive
excursions ashore, by automobile and
railroad.

For completeness and variety this
cruise is particularly notable. An
ever-changing panorama of strange
places and peoples will pass in re-
view before the passengers.

First they will see the opulent
cities of the Orient, their shops and
market-places filled with treasure of
rare artistry—cloisonné and Satsuma
ware, silver-work and jade jewellery,
lacquer-ware, bronzes, silks, rugs
—incomparable examples of
classic craftsmanship.

Shawls in Hong Kong

As they travel, their sightseeing
and shopping trips will include the
glittering Ginza, select shopping-
streets of Tokyo, the quaint shrine-
like shops of Kyoto, Japan's old-time
capital—at Peking, the rich bazaars
outside Chienmen Gateway—the lin-
gerie and embroidery shops along
Yates-road. Shanghai. You are like-
ly to purchase shawls in Hong Kong,
dramatic shawls in cosmopolitan
Singapore, fragrant tobaccos in
Manila, delicate art-objects of the
French Orient at Saigon, Siamese
teak-wood carvings and Burmese
rubies at Bangkok, and the batik
and tapestries of Java.

To complete such a delightful
"shopping tour" around the Pacific,
passengers will patronize the fash-
ionable shops of Melbourne and Sydney
and Auckland, and in the islands buy
the native tapa cloths of Fiji and
Samoa.

Travelling under the auspices of
the San Francisco Chamber of Com-
merce, the entire cruise party will
be extended exceptional courtesies at
the various ports visited.

Itinerary

The itinerary will include visits to
Yokohama, Tokyo, Nikko, Kyoto,
Kobe, Miyajima, Chiawangto, Pei-
ning, Shanghai, Hong Kong, Manila,
Saigon, Bangkok, Singapore, Batavia,
Buitenzorg, Fremantle, Perth, Mel-
bourne, Sydney, Auckland, Rotorua,
Suva, Pago Pago, Hilo and Honolulu.
This will be the first cruise by che-
rished steamer visiting all these
places. The ship will sail 24,000
miles and visit fourteen countries.

Time of the Cruise

The time required for the cruise
will be approximately 90 days. The
liner will sail from San Francisco on
September 21, 1929, and return to San
Francisco on December 20, 1929. In
visiting two hemispheres passengers
will enjoy the Fall (chrysanthemum
time) in Japan and the Spring in
Australia.

The liner arrives in Hong Kong on
October 24 and remains till October
26.

HARBOUR TRAGEDY

BODY OF MURDERED WOMAN
RECOVERED

The body of an elderly boat woman
was found floating in the Kowloon
Naval Camber with a stab wound
below the left shoulder, and the body
of a lad of 16 years of age was
found 24 hours later floating under
the No. 1 Wharf of the Godowns.
The woman appears to have been
murdered and the lad drowned fol-
lowing a robbery on the sampan.

A wooden case and two tin boxes
were found broken open, and accord-
ing to the daughter of the murder-
ed woman, jewellery valued at \$391
was stolen, besides other property.

PASSENGER LIST

ARRIVALS

Passengers arrived by the P. and
O. s.s. "Khyber" from London yester-
day were:—

G. F. Byles, W. S. Bevan, H. D.
White, Miss A. Williams, A/Ctms.
Delbridge, Massey, Harvey, and East,
Lt. W. G. Blakeney, J. S. Pledge,
H. H. Buxton, Capt. M. Martin,
Lt.-Comdr. T. Powell, Mr. and Mrs.
Rabbit and child, Lt. M. Archdale,
Marine F. Pike, H. H. Smith,
A/Ctms. Hudson, E. Winklow, W. E.
Little, Mr. and Mrs. Menzies, Sub-
Lt. Lennox-Corpus, B. J. Lenz,
J. O. Billevald, Capt. and Mrs.
Saunders, Mr. T. W. and Mrs. M. A.
Lawrence, Mrs. R. E. Oliver, Mr. B.
Zipper, G. H. Davies.
Per P. & O. s.s. "Kashgar" from
Shanghai, July 4:—
Mr. and Mrs. A. W. Barnby, G.
Fasting, Col. J. McD. Haskard,
C.M.G. D.S.O. Able Seaman F. L.
Hayward, Mr. C. S. Howe, Capt. J.
Mackellar, Mr. Scott.

WARSHIPS HERE

The following are the warships at
present in harbour:—

At the Basin: H.M.S. "Tamar,"
L16, and L19.

At the North Arm: H.M.S.
"Bridgewater" and "Sirdar."

In Dock: H.M.S. "Thracian,"
"Sepoy" and "Moonbeam."

At the West Wall Dock: "Castor."

Foreign Men-of-War:
U.S. "Gunboat" "Mandanaw."

CONSIGNEES' NOTICE

Consignees of cargo ex s.s.
"Beavercreek" are reminded to take
delivery of their goods which will be
subject to rest after July 11.

INDO-CHINA
STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	FOOSHING	Sun., 7th July at 10 a.m.
T'au via S'ow & S'hai	HOPSAK	Wed., 10th July at 10 a.m.
T'au via S'ow & S'hai	HANGSANG	Sun., 14th July at 10 a.m.
T'au via S'ow & S'hai	YUSANG	Wed., 17th July at 10 a.m.
Osaka via Amoy, Moji & Kobe	KUTSANG	Fri., 12th July at 7 a.m.
Osaka via Amoy, Moji & Kobe	NAMSANG	Thurs., 18th July at 10 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Sun., 28th July at 7 a.m.
S'pore, Penang & Calcutta	KUMSANG	Thurs., 11th July at 3 p.m.
S'pore, Penang & Calcutta	HOSANG	Sat., 20th July at 3 p.m.
Sandakan	MAUSANG	Thurs., 11th July at 3 p.m.
Sandakan	HINSANG	Sun., 21st July at 10 a.m.
Tientsin	CHONGSHING	Wed., 10th July at 10 a.m.

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,
Telephone Central 215. General Managers.

CARGO HANDLING

(Continued from Page 4.)

The nut of a bolt had worked itself
loose, with the result that the bolt
dropped out. A minute earlier the
gear had shown itself strong enough
while lifting a heavy load. Any test
with an applied load would thus have
proved the gear to be of the neces-
sary strength. Nevertheless, the ac-
cident was used by the Parliamen-
tary assembly as a reason for de-
manding more detailed statutory
strength regulations. An examina-
tion by the operators themselves
would in that case have been the
most likely means of discovering the
loose nut, but the demands of the
politicians for new statutory strength
regulations and tests by outside
wards, nevertheless, complied with.
Annealing is an excellent means of
restoring tired material to its normal
working capacity, provided it is car-
ried out properly by competent
people, but many well-meaning people
seem to think that because it is good
and, therefore, it would therefore be
right to prescribe that annealing is
to be used regardless of the fact
that there are as a rule no means
whereby it can be guaranteed that
annealing is properly done. It
may, therefore, in such case be not
only useless, but even injurious to
the material.

If greater safety in connection
with the working of hoisting gear on
board ships must be reached mainly through more
qualified and more careful operators.
A certain standard of proficiency in
the handling of hoisting gear and a
certain knowledge of elementary en-
gineering might perhaps be insisted
upon, but an absolute uniform inter-
national standard ought not to be at-
tempted. It would hardly be pos-
sible to carry such a thing through
in practice, and if it were, it would
not have the same effect in all coun-
tries, as the human material is not
of a uniform standard.

Safety of Workmen

It might concentrate the attention
of workmen on the importance of
carefulness if a permanent placard
were placed near each winch with a
clear statement to the effect that the
safety of the operators of the gear
depends in the first instance, on
their own carefulness and capacity
for the work. In addition to the
steps which can be taken by the
workmen themselves for increasing
their safety, it might be made a
statutory requirement that the
strength of all parts of the hoisting
gear should, when new, be in accord-
ance with established national tables
of scantlings or formulae giving de-
finite scantlings. Such requirements
should also be of considerable use to
shipbuilders and owners as pro-
viding a good standard of reference
for the construction and ordering of
hoisting gear.

It should be the rule that the
master or his substitute undertake
certain well defined examinations of
hoisting gear at certain times and
before the gear is being used.
Periodical surveys might also be
made by outsiders as a check on the
examinations by the ship's officers,
and to ascertain that the general re-
duction of the scantlings of the gear
which necessarily takes place with
time are not more than allowed for
by the scantlings required when the
gear was new.

It may be added that it would be
in the interest of safety if statutory
regulations of the above kind were
always formulated by technical
persons with experience of this side
of engineering, and not, as is now
often the case, by persons having
only a superficial knowledge of the
nature of engineering problems.

MOVEMENTS OF STEAMERS

The B.I. s.s. "Talamba" left Singa-
pore for this port on July 3, p.m.,
and is due here on July 5, a.m.

The Dollar Line "President Taft,"
from Seattle, on June 15, sailed from
Shanghai this morning and is expect-
ed to arrive at this port on Friday,
July 5 at about 2 p.m. This steam-
er will sail at 6 p.m. on Saturday,
July 6 for Manila.

The American Mail Liner "Presi-
dent Johnson" is scheduled to sail
from Manila at 4 p.m. on Saturday,
July 6, en route for Victoria and
Seattle via Hong Kong, Shanghai and
Japan. This steamer is due to ar-
rive here at 7 a.m. on Monday, July
8 and will sail for the above
ports on Tuesday, July 9 at 11 a.m.

The Dollar Round-the-World Liner
"President Johnson" is due to arrive
in Kobe, to-morrow, sailing the next
day for Shanghai, arriving there on
July 8. She is due to sail from the
harbour port on July 10 and is expect-
ed here at 7 a.m. on Saturday, July
13, and will continue her trip via
Manila, Straits, etc. on Sunday, July
14 at 8 a.m.

The G.P.S. R.M.S. "Empress of
Russia" from Hong Kong on June 26
left Yokohama on July 4 (Thursday)
at 8 p.m., and is due at Vancouver
on July 13.

The American Mail Liner "Presi-
dent McKinley" from San Francisco
on June 15, is expected at this port
on July 15.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From MIDDLESBRO', ANTWERP,
LONDON & STRAITS.The Steamship,
"BENVRACKIE"

Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf and
Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
11th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 25th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the
10th inst. at 10 a.m. by Messrs.
Godard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by,
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 4th July, 1929.

HONG KONG TIDE.

The tide-table given below has been
obtained by aid of the Tide-predicting
Machine, which includes 40 compo-
nents for the better prediction of tides,
from the result of the analysis of the
tidal observations, taken at the Kau-
lung tidal observatory under the
direction of Dr. Dobson during the
years 1887, 1888 and 1889.

The times and heights are given for
Kau-ling; but they may be used for
the Victoria Naval Yard and Aberdeen,
the differences being very small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

July 5 to 11, 1929.

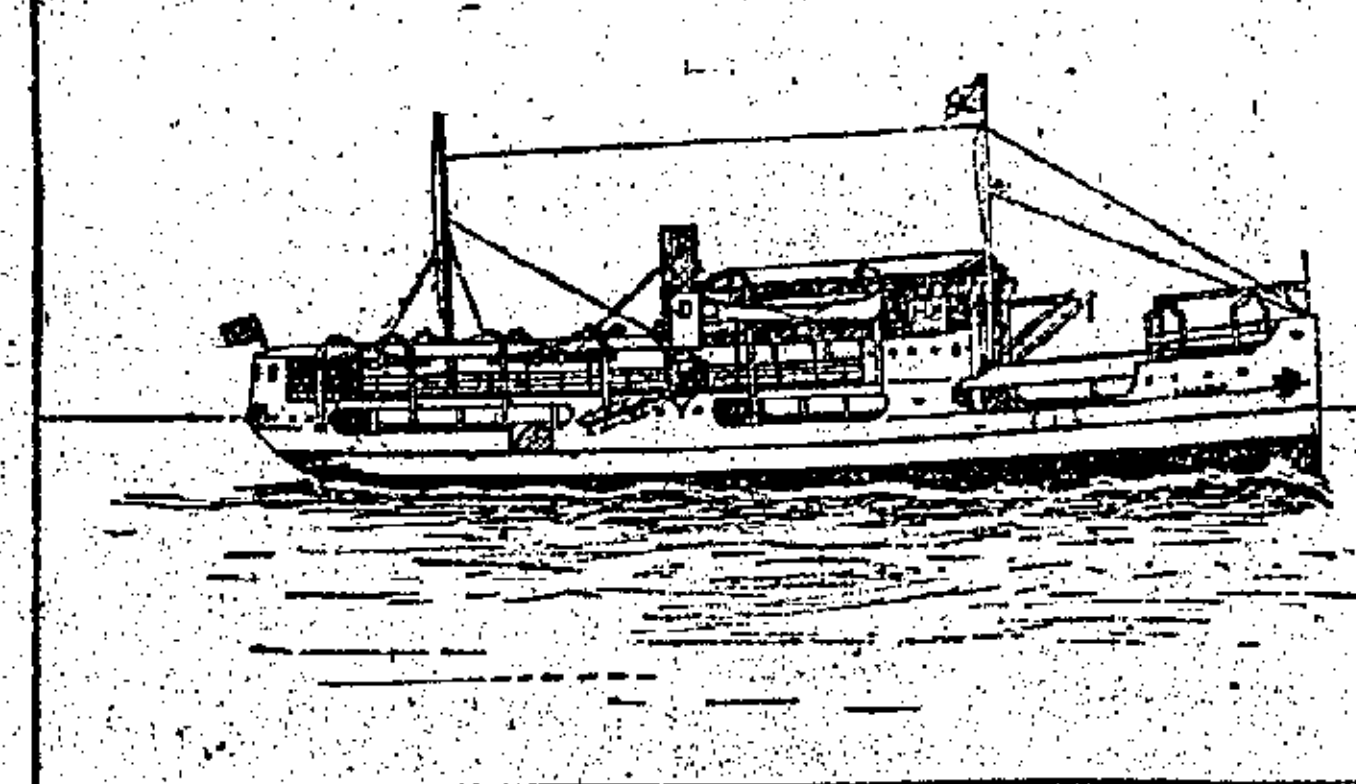
DATE	HIGH WATER	LOWER WATER
	Standard Times	Standard Times
July		
Fri. 5	7 19 13.5	0 50 2.9
Sat. 6	9 24 4.0	2 56 0.4
Sun. 7	8 5 7.9	1 30 3.0
Mon. 8	10 25 4.0	3 43 0.1
Tues. 9	8 52 8.1	2 12 3.0
Wed. 10	11 27 8.9	4 25 0.4
Thurs. 11	9 43 8.2	2 53 3.0
	10 13 3.9	5 10 0.4
	10 30 8.0	5 58 0.1
	11 2 2.9	4 43 3.1
	11 24 7.5	6 48 0.4
	1 50 4.0	5 27 2.2
	0 23 8.9	7 39 0.9

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
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pany pos-
sesses Six
Granite
Docks and
Two Pat-
ent Slip-
ways. The
dimensions
of No. 1
Dock are
700 ft x
66 ft x 30
ft.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P.
x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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The Sunshine Belt via
Honolulu

To Seattle and Victoria,
The Short, Straight Route
to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Taft July 16 2 a.m. Pres. Jackson July 9 11 a.m.

Pres. Jefferson Tues., July 30 Pres. McKinley Tues., July 22

Pres. Lincoln Tues., Aug. 13 Pres. Grant Tues., Aug. 6

Pres. Madison Tues., Aug. 27 Pres. Cleveland Tues., Aug. 20

£120, £112 Special through rates to Europe via

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United States and Canada, liberal stop-over privileges for

sight-seeing.

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo,

For Picnics, Tennis Parties, etc., etc.

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the non-alcoholic
CHAMPAGNE

An Excellent Substitute for Sparkling Wine, possessing wonderfully stimulating and refreshing qualities.

Dry Ginger Ale

Prepared from our own special formula, flavoured with real fruit essences and the finest Eastern spices. Unequalled by any similar product throughout the world.

ORANGE SQUASHmade from
CALIFORNIA ORANGES
and Pure CANE SUGAR**Brewed Ginger Beer**The only brewed Ginger Beer in the Far East.
A Popular Favourite!**A. S. WATSON & CO., LTD.**Aerated Water Manufacturers.
Phone C. 436.**MERCKOZONE****MERCK'S HYDROGEN PEROXIDE**

in 20 oz. and 10 oz. bottles

THE BEST Antiseptic
THE SAFEST Disinfectant
THE MOST RELIABLE GermicideAcid-free, Non-poisonous, Deodorising,
Bleaching, Healing.

Specify and insist on

MERCKOZONE

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PROPELLING PENCIL**

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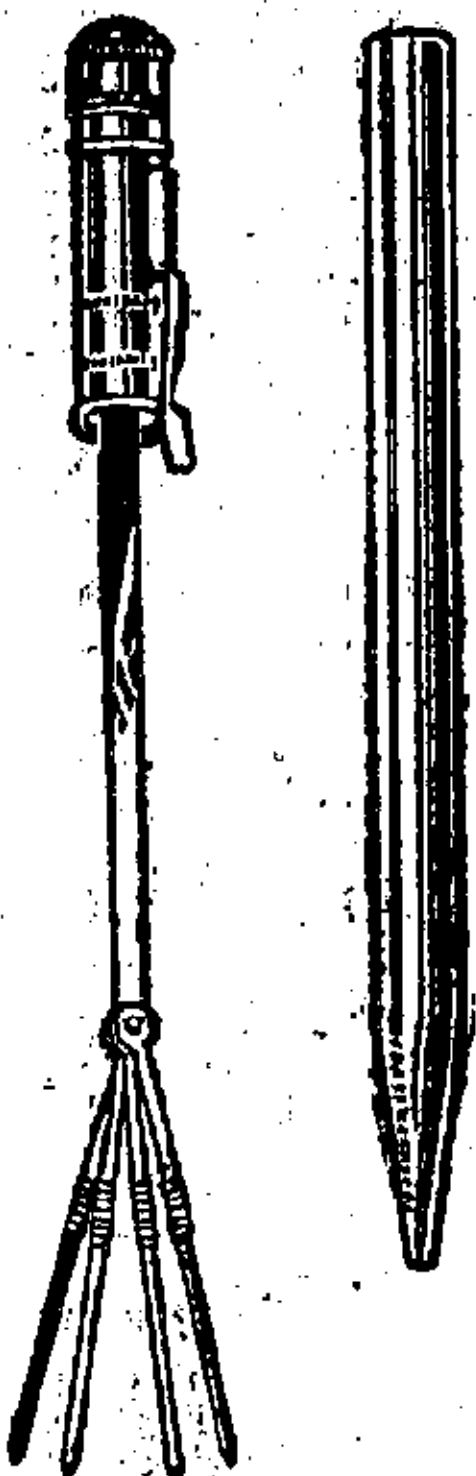
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each.

A Limited Quantity Only.

COME EARLY.

HUNDREDS OF
OTHER WONDERFUL

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Terms nett Cash. No accounts Opened.

WHITEAWAY LAIDLAW & CO., LTD.

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Annual subscription, excluding
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in advance. Local delivery free.]**Overland China Mail.**[The weekly edition of the "China
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\$13, including postage \$15, payable
in advance.]Published by
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tributions should be made payable.London Offices:—The Far Eastern
Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Friday, July 5, 1929.

BRITAIN'S UNEMPLOYED

If there is one thing more than another in which the Labour Government may be expected to be more than usually interested it is in the condition and position of those unfortunate individuals at home who have, through no fault of their own, been so long unemployed. That the Government intend to give the matter their utmost care and consideration is evident from the manner in which they delegated it to one of their recognised leaders—Mr. J. H. Thomas—and also by the amount of work which he and those assisting him have devoted to it during the few weeks they have been in office. Mr. Thomas's speech, delivered to the House of Commons with commendable promptitude, was therefore awaited by many, both in and out of the House, with profound interest.

Like the Government's policy, as reflected in the King's Speech, Mr. Thomas's statement is in no way revolutionary. In fact, it is a plain, unvarnished tale, as to how he and his colleagues propose to deal with the problem in a thoroughly practical way, and there was little wonder that the Opposition, with Mr. Churchill as their spokesman, all but gave it their blessing. Evidently the Conservatives were agreeably surprised by the comparative mildness of the proposals. Mr. Thomas did well to begin by stating that the unemployment problem could not be separated from the trade, commerce and industry

of the country, for unquestionably it is part and parcel of it.

As to the proposals themselves they are admirable, chiefly because they are moderate and apparently practicable. In this respect they are singularly unlike Mr. Lloyd George's fanciful proposals with which he attempted to hoodwink the electorate on the eve of the General Election. The proposals regarding what may be expected from the railway companies and the General Post Office should lead to a large number of unemployed men finding jobs, as doubtless the railways have a large amount of new construction that could be put in hand at once and, so far as the G.P.O. is concerned, the substitution of steel and concrete poles for those of timber would probably also lead to many of the unemployed being kept busy for a long time. It might, however, prove to be rather an expensive way of obtaining employment; but, any rate, it surely is preferable to soul-destroying idleness and dole-receiving. Likewise, the road schemes appear to be a great improvement on anything of the kind yet submitted by either the Conservatives or Liberals, and should prove efficacious in finding work for the multitudes who may be able to adapt themselves to such work.

The ideal method of dealing with the problem is, of course, that advocated by the Conservatives, who maintain that all schemes are merely palliatives which are, not based upon permanent all-round improvement in the commerce, trade and industry of the country. Mr. Thomas is not yet able to set forth his and the Government's proposals regarding migration of the unemployed within the Empire. Therefore, the results of his proposed visit to Canada will be awaited with interest, for the visit is being taken primarily in the interests of arriving at an additional solution of the unemployed problem.

One Japanese case of paratyphoid fever was notified yesterday.

Capt. Park of No. 12th Empress Lodge, reported to the Police yesterday that a perambulator was stolen from the hall during Wednesday afternoon.

Li Wing-shun (84), of No. 13, Shauiwan-road, described as a native of Macao, had been arrested by the Police on a charge of having been concerned in an armed robbery on the third floor of No. 108, Des Voeux-road West on May 30 last.

A radiator cap and a Hong Kong Automobile Association badge were yesterday reported stolen from Mr. C. J. Woodhouse's motor car, which was left unattended in Praya East.

There will be an "Open Day" at the Kowloon Junior British School on Wednesday from 10 a.m. to noon and from 2 to 3 p.m. when parents and friends are invited to see the various classes at work.

A Chinese, said to be an ex-employee of the Duro Motor Garage, was charged this morning at the Kowloon Magistracy with the theft of a Goodyear Cord tyre, the property of Mr. J. H. Corver, of No. 3, Kimberley-villas, from a vacant piece of ground near Kimberley-road within the vicinity of the Duro Motor Garage. He was discharged because of insufficiency of evidence.

Some excitement was caused yesterday, when a well-dressed Chinese woman fell overboard from a Star ferry bound from Kowloon, while approaching to within a few hundred feet of the Hong Kong side. She was rescued by a seaman, and Mr. James Beatty, Star Ferry Inspector, carried out artificial respiration, the woman later being removed to the Government Civil Hospital.

VOLUNTEER CORPS

COMMANDANTS' ORDERS FOR ENSUING WEEK

Orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., Commandant, are as under:—

Sports Meeting
A meeting of the Sports Committee will assemble at Corps Headquarters at 5.30 p.m. on Monday.

All ranks interested and willing to assist in organising the annual sports meeting and swimming meeting are invited to attend.

All O.C. Units will please detail a unit representative to attend.

Band
The Band will parade for Band Practice in mufti at Corps Headquarters at 5.30 p.m. on Tuesday.

Engineer Company
Parade at Belcher's Fort on Thursday, July 11, at 8.15 p.m. for run in conjunction with R.E. and R.A. Please send in names not later than Monday, July 8.

Dress: Helmet, tunic, slacks, black boots and belt. Sandwiches should be taken.

Mounted Infantry Company
Thursday, July 11, Parade at Causeway Bay Stables at 5.30 p.m. for Machine Gun Drill with pack ponies.

Sunday, July 14, Field Firing Exercise. Parade at Dragon Garage, Happy Valley at 9.30 a.m.

Car Section
A meeting of N.C.O.'s will be held at Corps Headquarters at 5.30 p.m. today. All N.C.O.'s should make a special effort to be present.

Machine Gun Company
There will be no further Company parades during the month of July.

Scout Company
The Pipes and Drums will parade at Corps Headquarters at 8 p.m. on Wednesday, July 10, for practice.

Portuguese Company
N.C.O.'s Class: The next N.C.O.'s Class will be held at Corps Headquarters to-day, at 5.30 p.m. This is the last class of the first series so it behoves all N.C.O.'s to do their utmost to attend.

The next Class after will be held on Friday, July 19.

Transfer
No. 1063 Pte. E. A. Griffiths from Car Section to the Reserve Company, A.C. Section, as from June 1, 1929.

Leave
Lieut. R. D. Read, Corps Signals, from June 25 to July 7.
R. A. WOLFE MURRAY, MAJOR,
ADJUTANT, H.K.V.D. CORPS.

FRANCES BALFOUR**BUSY WRITING HER MEMOIRS**

Lady Frances Balfour is writing her memoirs. They are, in fact, almost finished, and will soon be in the publisher's hands. One of two people who have seen her book say that it stands by itself, and that is what may be expected from Lady Frances. She is well known as one of the best women writers, and as the daughter of the 8th Duke of Argyll, the sister-in-law of Princess Louise, the wife of the late Colonel Eustace Balfour, and the sister-in-law of Lord Balfour, her life "has been lived in interesting families." With her own family Lady Frances has lived much at Whittingehame, Lord Balfour's home.

"An Old-fashioned Woman's Book"
Lady Frances calls her book a picture of my time and the people who came into it who were great in themselves. They include Queen Victoria, Lord Salisbury, who was her uncle, and Dame Millicent Fawcett, who was her colleague in the Women's Suffrage Campaign. The struggle for the suffrage, Lady Frances says, was "hard work," but she looks on her life of 70 years "as having been a quiet home life. My book is not in the least sensational; it is not in the least modern; and it does not take any of my character away! It is an old-fashioned woman's book."

Lady Frances has already written six biographies, which will be remembered, including those of Dr. Elsie Inglis, the Earl of Aberdeen who was Prime Minister, and Lord Balfour of Burleigh.

"RED" SEAMEN**SINGAPORE BRANCH NIPPED IN THE BUD****HONG KONG'S CONNECTION**

The vigilance of the Singapore Criminal Intelligence Department broke up the formation of a branch of the defunct Hong Kong Seamen's Union, a Communist party in Singapore and three Hylams are now serving three months for being members of an unlawful society.

The story was related to Mr. J. F. F. Gregg, the Fourth Police Magistrate, Singapore, on June 28, when the three accused, Pang Sing-sit, Chin Ti-meng and Kwang Seng-yu, stood their trial. Mr. Prithvi Chand stated that, accompanied by a party of police, he visited 62, Bras Basah Road, on the morning of May 13. He went to the second floor and on looking into the front room saw the three accused seated around a table. The first accused was engaged in writing the minutes of the meeting on a pad. Witness searched the room and found a quantity of seditious literature, stencil paper freshly written, a notification of the Nanyang Seamen's Labour Union and a cyclotype fountain pen among other things. The three accused were arrested and charged.

Usual Denial
All three accused denied any connection with the Communist organisation in question. The third said that he was working on board a Dutch steamer and only came to Singapore two months ago, and the second accused described himself as a coffee shop employee at Katong.

On his Worship convicting the three accused on the charge of being members of an unlawful society it was pointed out by Mr. Prithvi Chand that the second accused was the best known of the lot. In 1925 a banishment warrant was taken out against him, but he absconded and went to China. During the Hylam agitation in Singapore in 1925 and 1926 he played an important part. The Union was a branch of the now defunct Hong Kong Seamen's Union. Sentences of three months' rigorous imprisonment each was passed.

WRONG ADVICE**DON'T DISOBEY A DOCTOR**

One of the most controversial statements of recent years, made by Mr. J. W. Sylvester, deputy-coroner for Northumberland, has aroused a storm of criticism in medical and nursing circles.

Speaking at an Ashington inquest on a 14-months-old baby, he said: "Don't always carry out doctors' orders. They may not always be infallible."

It was stated that the girl died from bronchial pneumonia accelerated by burns received in the application of too hot poultices. Even Mr. George Bernard Shaw, who has always been a keen critic of the medical profession and mercilessly satirised doctors in "The Doctor's Dilemma," is for once on their side.

"Manslaughter"
"What are the people to do except carry out the doctor's orders?" he remarked. "It is all very well for coroners to talk, but if a child dies and doctor's orders have not been obeyed the parents may be charged with manslaughter."

The crux of the matter was not disobeying the doctor but getting sensible doctors to obey.

Other opinions expressed were: B. M. A. Medical Secretary: The coroner's remark was puerile. My reading of the case is that the doctor's advice was not wrong, but that it was not properly carried out.

Coroners as well as doctors are not infallible, but if we engage a professional man it seems strange that we should not take his advice.

Sir William Arbuthnot-Lane: It does not seem to be the coroner's business to make such comments. It is generally a little too late when he offers his advice. Coroners lately seem inclined to let themselves go in an endeavour to be funny.

Professor Leonard Hill: It is no use paying a doctor if you do not take his advice. Doctors are usually right, though all human beings are liable to make mistakes. In this particular case it seems that the woman who applied the poultice applied it too hot, which was her fault and not the doctor's.

Mr. A. E. Kennard, the bone-setter: People to-day are using their common sense in carrying out doctor's instructions. The trouble is that the medical profession is wrongly organised. The general practitioner often has too much to do, and the specialist too little.

Thus we have the anomalous position of the best men often unemployed while the lesser men are more than occupied.

Dr. Norman Haire: It would seem that the trouble arose not from the advice the doctor gave, but the way that advice was carried out. The coroner's remarks seem to be pointless.

On the general question of carrying out doctor's instructions, the obvious answer seems to be to go to a good doctor in whom you have faith and carry out his advice correctly. Does the coroner treat himself when he is seriously ill, or if he sees a doctor, does he take his advice?

**PRAPS—
PRAPS NOT!**

Salvation Army girl (to old Aberdeen): "Will you give a shilling for the Lord?"
"How could you, lassie?"
"Eighteen past."
"Ah, well, I'm seventy-five. I'll be seen! Him afore yo, so I'll hand it to Him myself!"

The "rubber" had just come to an end, and the man who had handled his cards excruciatingly badly paid up with a bland smile. "You know," he said, "I never mind losing at cards. I would as soon play bridge as eat." "Yes," said his partner glumly, "and in a short time you won't have any option."

"Yes," said Binks, in oratorical mood, "we shall never recover our lost trade until we advertise more. Our slogan should be: 'Tell it to the world!'"

"But I know a better slogan than that," observed Jinks.
"And what is that?" asked Binks.
"Sell it to the world!"

"Erb: 'Wot's a merger, Alf? I've heard a lot abaut 'em lately!'"

Alf: "Crikey! An yer don't know what a merger is, 'Erb? Why, that jes' shows you don't go to church or chapel on a Sunday. A merger's the bloke wot sweeps up the confetti after weddings."

Two men were talking about horse-racing, and remarking upon the silly names given to many horses.

"If I kept a racehorse I know what I should call him," said one.

"What?" said the other.

"Change for a pound."

"But that's absurd, isn't it?"

"Is it? Tell me anything that goes more quickly."

Jessie was sent to a boarding school, and after she had been there a few short weeks her friends suggested that she should alter her name to Jessica. When writing to her young brother she signed herself by her new name. Soon she received the following reply:

"Dear Jessica—I received your welcome letter. Mamma and Papa are quite well. Aunt Mary and Uncle George have gone to London. I have got a new chum. His name is Sammie Jones. Your affectionate brother, Tommie."

"At breakfast this morning," writes a correspondent, "my 7-year-old son, who, like many others of his age, delights to use 'long words,' mentioned the term 'pedestrian.'"

"Now, Derek," said I, "do you know what a pedestrian really is?"
"I'm not quite sure," was the response, "but I think he is one of those people motorists run over!"
Surely our Parisian friends, suggests my correspondent, would agree that such a definition is not very wide of the mark.

Smith: "How did your bridge party come off last night?"
Jones: "Top-hole, thanks, though Wilkins didn't turn up."

"But surely that was rather awkward; how did you get along without him?"

"Oh, I toggled up my Butler in a spare suit of dress clothes and he played the part excellently."

"That was jolly lucky."

"It was. I won a month's wages off the blighter."

"What is your name?" asked the mistress of the Dutch house.

"Chong Fing Wook" was the prospective cook's reply.

"My, that's altogether too much to remember, I'll call you John."

The Chinese, by slightly inclining his head, seemed to express agreement with the proposition. And then asked: "What's your name?"

"My name is Mevrouw van der Hilden Langehuizen," graciously replied the lady.

"Oh, too long," was the cook's comment; "I call you Charlie."

A bill submitted by a church interior painter nearly 100 years ago, now in the archives of the Nyed Parish Church (Sweden), itemises the services rendered as follows:—

"Altered the Ten Commandments and repaired the Sixth."

"Polished Pontius Pilate, put new furs on his bonnet."

"Put new wings on the Angel Gabriel."

"Expanded heaven, improved the fires of hell, and made the devil's face more awful."

"Cleaned the Red Sea, which was really very dirty."

**PLEASE DON'T
WASTE WATER****"King George IV"**
OLD SCOTCH WHISKY

OPENING AND CLOSING FACILITATED BY

NEW SCREW CAPSimple
Safe &
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"SOUTHERN CROSS" ROUND THE CINEMAS

ARRIVAL REPORTED AT KARACHI

STILL GOING STRONG

Karachi, Yesterday.
The "Southern Cross" has arrived here.—Reuter.

FAULTY MAGNETO

Non-Stop to Rangoon Not Attempted

Singapore, June 29.
The following wireless message was sent out by the "Southern Cross" after the machine left Singapore shortly after 11 o'clock this morning.

"In spite of an excellent surface, the old bus needs all her 'revs' to lift the load, and we may have several extra stops en route. We cannot get a replacement, but will try hard to get new pinions on hand at Karachi, being unable to land at Rangoon. However, everything else is fine. Cheerio—Smith."

Squadron-Leader Kingsford Smith and his three companions—all Australians—left the Seletar Air Base in the "Southern Cross" at eleven o'clock this morning for Singapore, in southern Siam.

They abandoned their original intention of flying direct to Rangoon on learning that a race meeting is in progress there to-day and they were unable to land. It was suggested that they might make for Akah, 400 miles beyond Rangoon—a total of 1,500 miles from Singapore—but this would have meant some hours of night flying, most of it in southwest monsoon weather, and Squadron-Leader Kingsford Smith decided not to undertake it with a faulty magneto.

This change in their plans means that the airmen lose a day in their original schedule, but with two sensational hops already accomplished they already have gone a good way towards lowering Capt. Bert Hinkler's record of 15½ days from Singapore to Rangoon to-morrow, and on the following day will attempt another long flight to Allahabad. This will also involve flying at night, and, if successful, will be the second long-distance record they have set up on the England-Australia route.—Straits Times.

ATLANTIC FLIGHT

NEW LABOUR AIR MINISTER'S SPEECH

London, June 14.
Speaking at a luncheon to celebrate the tenth anniversary of the first trans-Atlantic flight made by Sir John Alcock and Sir Arthur Brown, Lord Thomson in the course of his first speech as Secretary of State for the Air Ministry, paid a tribute to Sir Samuel Hoare.

The new Minister expressed the hope that he would carry on the work in the same spirit.
He appealed to the leaders of civil and commercial aviation in Great Britain to co-operate in the intensive development of aviation in the Empire, which offered immense scope for their efforts.

He strongly advocated the development of light aeroplane clubs.
Lord Thomson mentioned that the air mail carried to India was steadily growing, and would soon include documents which hitherto had not been confined to the air mail.

He hoped that the African service would soon be completed, but was unable to give a definite date.

AIRSHIP DISASTER

HONOURING MEMORY OF SWEDISH EXPLORER

Rome, June 25.
The Government has decided to honour the memory of the Swedish explorer Malmgren, who lost his life in the Italia disaster, by the award of the gold medal for heroic deeds. Malmgren's mother is to be given an annual pension of 2,000 Swedish crowns.—Trans-Ocean.

R.A.F. FLYING BOAT

LEAVES PENANG FOR VICTORIA POINT

Penang, June 26.
The R.A.F. flying boat S1150, in charge of Flight-Lieut. Carnegie, arrived at Penang yesterday morning at 10.45 and after refuelling at Glugor took off again at 11.35 for Victoria Point.—Straits Times.

CROSS AT CARLETON

London, June 26.
Mr. Nash and Mr. Williams, the archaeologists in charge of the excavations at Carleton, have announced to the British Archaeological Association the discovery of a cross, which proves to be the earliest evidence of the existence of Christianity in Britain.—"Singapore Free Press."

LAURA LA PLANTE'S SPLENDID COMEDY

"HOME JAMES"

"Home James," Laura La Plante's new starring production for Universal, will be the feature attraction at the Queen's Theatre on Sunday and Monday.

"Home James" is the story of a department store clerk, played by Miss La Plante, who comes to the big city to be an artist. Instead she sells art goods behind the counter of a large establishment in which she is merely a cog in the wheel.

Laura becomes the main cog, however, when she meets the boss's son while the old man is away. Thinking him a chauffeur she permits herself to fall in love with him. The truth comes out after about five reels of fun. The boss permits the marriage, however, when he learns that Laura has made his son work harder than ever before. Charles O'Leary has an opportunity for a clever performance as the son. George Pearce is the father. Others in the capable cast are Aileen Manning, Joan Standing, Arthur Hoyt, and Sidney Bracy.

"Eternal Love"

The Ernest Lubitsch Production "Eternal Love," a United Artists Picture, starring John Barrymore and Camilla Horn (both of the "Tempest") will be screened at the Queen's Theatre to-day and to-morrow.

Barrymore, as Marcus Paltram, is portrayed as a poor huntsman of the Swiss Alps, who is in love with the Rev. Tass (Robert Bosworth) niece, Ciglia (Camilla Horn), who is also loved by the Pontresina village master (Victor Varconi), a hateful rival. At a festival, Marcus imbibes too freely, and the influence and jealousy of Pia (Mona Rico) Ciglia's rival lover, makes him lose his love for Ciglia.

He marries Pia, and Lorenz marries Ciglia, but without happiness. The two husbands have a duel, and the village master is lost in the snow, but returns later with the village mob following him, and he dies at the feet of Marcus and Ciglia. The mob acclaim him to be a murderer and they both flee to the hills, where a snow-storm overtakes them, and they are lost with their love eternal.

The special music accompaniment, made by Hugo Reissenfeld, was excellently rendered by the Orchestra, in the able hands of Mr. W. J. Iles.

A British Gazette and a Charley Chase Comedy completed the programme.

P. & O. BANK

TO PAY DIVIDEND OF 8 PER CENT.

London, Yesterday.
The P. & O. Banking Corporation have declared a dividend of five per cent.—Reuter.

Thrown from his trap by his horse bolting, Mr. John Henry Pope, 75, of Bissoc (Cornwall), a farmer, was killed near Truro.

The profit on last year's historical pageant at Carlisle amounted to £7,000, nearly all of which was given to charities.

H.M.S. "Impregnable," the boys' training establishment at Devonport, has been paid off, and will be sold out the Service.

A million pounds in specie from the Deutsche Bank in Holland were landed at Hay's Wharf for the Bank of England.

MAGNATE IN GAOL

MR. HARRY SINCLAIR AND HIS PRIVILEGES

"LISTENING IN"

One of the privileges enjoyed by Mr. Harry Sinclair, the millionaire, who has been imprisoned in connection with the Teapot Dome oil scandals, is the right, as assistant pharmacist, to listen to wireless concerts in Columbia Gaol at other than official hours.

This enabled him to hear a broadcast description of the famous classic Preakness race at Pimlico, near Baltimore, recently. The oil magnate had five horses nominated, two of which, Meifoo and Lucette, started.

Office workers in the gaol listened to all the major sporting events, and Warden Peak made no objection when Mr. Sinclair took a few minutes off to hear the fate of his horses.

A bookmaker, serving a four years' sentence, occupied the cot adjoining that of the millionaire. The "Sport of Kings" has already made the two quite friendly.

WOMEN GRADUATES

MAKING GOOD AT LONDON UNIVERSITY

BEAUTIFULLY DRESSED

Women are playing an increasingly important part in the life of the University of London, which unlike the other universities, admits them to every faculty on the same terms as men.

It was shown at the annual presentation of degrees at the Royal Albert Hall recently that they are making good use of these facilities.

A large percentage of the 3,388 graduates were women. Moreover, many of them were beautifully dressed and beautiful in themselves, in striking contrast to the old conception of the women of learning—stern and dowdy in appearance.

A noticeable feature was that the majority wore their hair long.

Few of the women appeared at all self-conscious as they made their bow to the vice-chancellor, Sir Gregory Foster. On the whole, it was the men who betrayed traces of nervousness. The vice-chancellor, commenting on the report of the principal (Dr. T. Franklin Sibly) for the past year, said:

"You will find in it a remarkable record of progress, represented by an increase of 681 matriculations, which reached the great total of 22,530."

Mrs. P. Arrowsmith, of Lime-street, Liverpool, was at the Addison Rooms, Olympia, W., awarded the £100 prize offered by Messrs. J. Lyons and Co. to their most efficient tea-shop "Nippy."

Miss E. Seward Turner, aged 24, of Grove-road, Epsom, Surrey, collapsed in Kingsway and died before reaching Charing Cross Hospital.

Pound Day at the Royal Female Orphanage, Biddington, Croydon, has yielded 3,953½lb in provisions and £100 in money.

Rebuilt at a cost of £28,000, the Bow Common-lane Bridge Poplar, was opened by the Mayoress, Mrs. C. W. Key.

The Chelsea Hospital for Women has received from the Goldsmiths' Company £100 towards the cost of its greatly increased work.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre; "Eternal Love."
To-day—World Theatre; "The Way of All Flesh."
To-day—Star Theatre; "Ramona."
To-day—Majestic Theatre; "Sorrell and Son."

Home Mails
To-day—Inward from U.S.A., Japan, Shanghai and Europe via Siberia, ("Pres. Taff").
To-day—Outward for Shanghai and Europe via Siberia ("Khyber"), 6 p.m.

Lammerts' Auctions
July 6—At Sales Room, Duddell-st., miscellaneous goods, office and household furniture, etc., 11 a.m.
July 10—At Sales Room, Duddell-st., a valuable collection of curios, 2.30 p.m.

Land Sales
July 8—At P.W.D. Offices, two lots of Crown land at Shamshulpo and Mong Kok Tsui, 3 p.m.

Meeting
July 6—Meeting of Creditors of the Hong Kong Tag & Lighter Co., Ltd., at Messrs. Percy Smith, Seth & Fleming's offices, noon.

Miscellaneous
To-day—K.O.S.B. Concert, Murray Barracks, 9 p.m.
July 7—Rial Day Concert, Filipino Club, 9 p.m.

"LICENSED FOOLS"

CHIEF CONSTABLES' PROTEST

Careless pedestrians and reckless motorists were both criticised before the Royal Commission on Transport.

Major H. E. Chapman, giving evidence on behalf of the County Chief Constables' Conference, said that by a large majority Chief Constables were in favour of the control of traffic remaining in the hands of the police. A very strong point advanced by them was that of the insufficient penalties imposed by magistrates as a deterrent in cases of dangerous driving.

Penalties should be made more severe for the first offence, and, in subsequent cases, suspension of licences be enforced. "I have seen such fools on the road," added the Major, "that they ought not to have had licences at all!"

Captain John A. Moore, Chief Constable of Huddersfield, and Mr. James A. Wilson, Chief Constable of Cardiff, gave evidence on behalf of the Chief Constables' Association. The executive committee of the association considered that 50 per cent. of street accidents in which persons were killed or injured in towns were due to lack of care or thought on the part of pedestrians. The large proportion of the percentage was due to people carelessly crossing the road, called "jay-walking" in America.

Earl Howe, who said he was connected with three or four of the largest motoring organisations in the country, advocated, so far as country districts were concerned, the formation of a special branch of officer to control traffic. The numbers need not necessarily be large. "My idea would be," he said, "that while armed with the ordinary police officer's power of arrest, they should really be designed much more with the idea of assisting drivers."

MOTOR MISHAP

EUROPEAN BADLY INJURED IN PENANG

Penang, June 12.
Mr. F. G. Philpott, an assistant with Messrs. Guthrie and Co., Penang, and a well-known local sportsman, met with a serious motor-cycle accident last night on the Batu Ferringhi-road near the Swimming Club.

Earlier in the evening he had been at the Cricket Club and is believed to have gone out for a ride. Nobody appears to have noticed the accident although the cyclist is supposed to have run into a pedestrian after he swerved in order to avoid a car. At any rate it was left to a passing European motorist to pick up the injured man and remove him to hospital. When he was admitted Mr. Philpott was unconscious although he regained periods of consciousness later on but was unable to remember anything what had happened. It is believed that he is suffering from concussion of the brain and he is lying in a serious condition.

While homeward bound on a pleasure cruise in the "City of Cairo," Mr. James S. MacLaren, 75, of Leeds, died from cerebral hemorrhage and was buried at sea.

Through taking poison in mistake for medicine, Captain William Carter, of the s.s. "City of Carlisle," loading at Glasgow for Calcutta, died in hospital.

For over sixty years a chorister and for forty-five a bellringer, at Great Barton Church, near Bury St. Edmunds, Mr. James Firman (86) has died.

NEW ADVERTISEMENTS.

TO LET.

TO LET.—At Peak for 6/7 months. Six-Roomed Modern House, 3 Bed-rooms with Bathrooms attached. On Motor Road. Garage. Apply Box No. 611, c/o "Chin. Mail."

ACCOMMODATION VACANT

FRIENDLY LEAGUE for Christian Service will accommodate business women at Mrs. JAFFRAY, Cheung Chow, for fortnightly, weekly or week-end holidays, July only. Terms according to accommodation required. Apply to Box No. 612, c/o "China Mail."

PUBLIC AUCTION.

The Underigned have received instructions to sell by Public Auction

ON SATURDAY, July 6, 1923, commencing at 11 a.m., at their Sales Room,

Duddell Street.

2 Bales Tinted Bonds

15 Cases Straw Hats

2 Bags Salted Fish

1 Drum Oil

1 Case "Rose" Brand Sweet Peas.

and

A Quantity of

OFFICE and HOUSEHOLD FURNITURE.

Terms:—Cash on Delivery.

LAMBERT BROS., Auctioneers.

Hong Kong, June 5, 1923.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Mrs. D. W. Brisbane, of Singapore, has returned from a visit to Australia by the "Gascogne."

Mrs. A. H. Lancaster, who for some weeks past has been indisposed, has been admitted to the Penang General Hospital.

Captain George Walker, Senior Executive Engineer, Kinta, is leaving shortly for Kodah on promotion to the post of State Engineer, Kodah.

Mr. J. O'Connell, Superintendent of Customs, Preventive Branch, F.M.S., who is at present on Home leave, is expected back this month. Mr. O'Connell was married at Home a few months ago.

The Hon. the Resident Councillor, Penang, Mr. Meadows Frost, and the Director of Education, S.S. and F.M.S., Dr. R. O. Winstedt, have consented to become patrons of the Penang Teachers' Association.

The annual dinner of the American Association of Malaya in commemoration of American Independence Day was held at the Swimming Club on July 4. A general invitation was extended to all Americans in Singapore to attend the dinner.

While employees were unloading freight from goods train No. 64 at Yamakita station in West Kozu, they discovered a nest of between 60 and 70 striped snakes in one of the freight cars, reports the "Japan Advertiser." It looked as if a reptilian family were stealing a ride so all hands were piped and proceeded, somewhat timorously, to unload the unwelcome passengers. The train was delayed nine minutes as a result. Subsequently it was ascertained that the snakes, properly boxed, had been shipped from Anjo station on the Tokaido line, to Tokyo. But the crate was ripped open en route and the snakes proceeded to enjoy the run of the box car.

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The Best of The New Records

9712—The New Moon	Selection
9596—Virginia	"
9595—Lucky Girl	"
9576—Funny Face	"
9526—The Windmill Man	"
9482—Good News	"
9418—Lady Mary	"
9389—The Gipsy Baron	"
9297—Tom Jones	"
9284—Hit The Deck	"
9270—Oh, Kay	Vocal Gems
9267—The Girl Friend	"
9212—The Desert Song	"
9183—Queen High	"
9090—The Student Prince	"

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Music Co.

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Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling, sparkling, cool Tansan.

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HONG KONG.

STOP SPANKING

TEACHER ABUSED AS PUPIL IN GRADE SCHOOLS

REQUEST OF \$30,000

THE late E. S. Alexander, who left his \$30,000 estate to the public schools of Greenwood, Arkansas, made the provision, however, that spanking of pupils should never be permitted.

"I'll be glad to give all my money, but you mustn't spank the school kids!"

This legacy, therefore, makes the schools safe for hooliganism, paper-wad artillery and the delights of the swimming hole. For the shadow of the hickory switch or the leather strap no longer hangs over them.

Not that Mr. Alexander intended to put any ideas into the kids' heads. He merely had an unusually kind and sensitive heart and couldn't stand seeing children whipped for what he considered minor offenses. Having been a school teacher himself, he readily understood the conditions as they existed and determined to safeguard them by the ingenious proviso.

In addition to his teaching, Alexander had practiced law and invested in real estate. He invested also in the Midland Valley Railroad and found it very profitable. Before he died at the age of eighty he had succeeded in leaving his estate to the public schools.

Here are some of the sentences penned on the back of his will by the donors. They show the tenor of his thoughts and suggest indirectly that as a pupil of the grade schools he may have experienced unhappiness.

E. S. ALEXANDER

any harshness among his instructors.

"Every grown person is, by the law against assault and battery, protected against corporal abuse by another. It is not a child in school as a grown person. I consider it horrible for a teacher or anybody else to whip, strike, kick, swear at, or in any other manner abuse physically children in school."

"A child should be as safe in school as while on the street, in it."

"Corporal punishment in schools, either moderate or moderate, is a relic of barbarism."

This is a beautiful sentiment on the part of the late Mr. Alexander, but if the officials of the Greenwood school must be mercenary and accept his monetary gift they would do well to substitute a suitable punishment for the good old-fashioned rod.

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is given in the
OVERLAND CHINA MAIL.
CHINA NEWS, LOCAL NEWS
and all the NEWS.
*The Weekly paper that saves you
the trouble of writing Home.*

The number of orders from residents at Home received during the last few weeks is excellent testimony to the usefulness of the "Overland China Mail," the only weekly budget of news published in Hong Kong which has a special coloured picture supplement.

It is always in good time for the mail, via Suez; and it is very welcome. From time to time information is sought, just out of curiosity, as a matter of business, for social or personal and for many other reasons. Invariably it is looked forward to week after week by those ex-Hong Kong-ites or old China hands, and by the "folks" of those still sojourning out here.

Bear in mind, the "Overland" cannot be posted via Siberia as a newspaper, nor any other newspaper in Hong Kong as such. But if there is anything urgent, you can — as other people, and especially the Hongks have done — cut out what you require, paste it on letter paper, and send the matter as a letter or a part of a letter.

This week the "Overland" maintains its high standard of pictures, "local" and "China" news, articles, comment, etc. It is a criterion of something consistently good. It must, obviously, be better than a descriptive letter.

The Colony's water problem and the steps taken to solve it again occupy the position of prominence. And the "Overland" has a special article which sets forth Mr. C. J. Cooke's well-thought out scheme.

Another special is that by "A.H.C." on the fourth Pacific Science Congress, written for the benefit of the layman, and of profound interest — and amusement — to the whole world.

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"THE OVERLAND CHINA MAIL."

IMPORTANT RULING

MANAGER'S NEGLIGENCE IN
CHEQUE CASE

COURT OF APPEAL

The Court of Appeal decision in the case in which the Ho Hong Bank appealed against a judgment of Sir William Murlin in favour of E. A. Barbour and Co. has been delivered.

The case was concerned with a cheque which was altered by a fraudulent clerk from \$2,500 to \$12,500. During the hearing it was argued that E. A. Barbour, Ltd., (respondents) had not shown sufficient care in the filling up of the cheque, and for the Bank (the appellants) it was argued that the responsibility lay upon them of discovering what was an apparent fraud.

The appeal was heard by Mr. Justice Deane (the presiding judge), Mr. Justice Burton and Mr. Justice Stevens.

Mr. Justice Deane said that on inspection of the documents there was an unusually wide space left between the words "two" and "thousand," such a space as no ordinary man who wished to prevent forgery would leave between his words in any document, and certainly such a space as no prudent man filling in a cheque in Singapore would, if he thought of the matter for one instant, willingly leave and the more so if his attention had been specially directed to the precautions necessary in filling in his cheques. There was the additional negligence of not making figures near to the dollar sign, so as to prevent the insertion of another figure, and also the neglect to make the "o" properly when writing the word "two". The observation of either of the first two precautions would almost certainly have prevented the fraud.

"Precautions Neglected."

Every precaution was neglected and complete indifference was shown by the manager with respect to the duty he owed to the bank. Nor could his Lordship agree with the argument put forward on behalf of the respondents that unless the spaces were so wide that they could not escape the manager's notice and the negligence so gross as to amount to a palpable invitation to fraud the respondents should be excused. The test to be applied was: did the manager, in signing, leave sufficient space as to make a fraud easy and, in the circumstances of this case, did that amount to negligence? In his Lordship's opinion it did, and the appellants could fairly say that they were deceived by the negligent way in which the manager signed the cheque, and that therefore the respondents could not set up against them the invalidity of a document which they were induced to accept by the negligence of the respondents' servant.

That the forgery was the natural and direct consequence of the negligence was undoubted. The cheques appeared to have been prepared with the object of forgery in view, and the forgery was carried out as a natural result when it was negligently signed. No artificial means were necessary, nor was it necessary to alter a single letter to perpetrate the fraud. All that had to be done was to write the necessary letters and figures in the blank spaces. If a warehouseman neglected to take the precaution to lock his warehouse and goods were stolen the theft was a natural and direct consequence of his negligence in failing to lock the door of his warehouse, and similarly in this case the door was left open to forgery, facility was given for its perpetration, and the forgery was a direct and natural result of that facility.

For those reasons, his Lordship thought that the judgment of the court below should be set aside and that judgment should be entered for appellants with costs in the Court of Appeal and in the Court below.

Mr. Justice Stevens, in allowing the appeal, said that he was of the opinion that the matter for consideration was not so much the degree of carelessness or want of vigilance exhibited by the drawer, as the state of the cheque when drawn. If in fact it was drawn in such a manner as to render dishonest alteration easy, then the drawer was guilty of a breach of his positive duty to the bank, and the banker, ought not to be held responsible for the result of any such alteration.

A Dissenting View.

Mr. Justice Burton thought the appeal should be dismissed. His Lordship said the duty of a customer of a bank was to draw his cheques as to guard against the possibility of tampering in a way which the ordinary drawer can be reasonably expected to foresee. It was possible that to forgers of sufficient skill there were many cheques apparently drawn with due care which were capable of fraudulent alteration. But the duty of the customer was to give no facility; not to give any conceivable opportunity. His Lordship did not think that the cheque was so drawn originally as "to facilitate or almost invite" the alteration which was in fact made.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 1/2
Bank, on demand	1/11 3/16
Bank, 30 days' sight	
Bank, 4 months' sight	1/11 %
Credits, 4 months'	
Documentary 4 months'	2/- 1/2
On Paris—	
On demand	1197 1/2
Credits, 4 months'	
On Berlin—	
On demand	1272 1/2
On New York—	
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129 1/2
On demand	129 1/2
On Calcutta—	
Wire	129 1/2
On demand	129 1/2
On Singapore—	
On demand	83 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	82 1/2
30 day's sight (private	
paper)	
On Yokohama—	
On demand	105 1/2
Gold Leaf, 100 fine	
(per tael)	
Sovereigns (Bank's	
buying rate)	10.00
Silver (per oz.)	24 1/16
Bar Silver in Hong	
Kong	2% dis.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native In-	
terest	7% p.a.
Chinese Sub. Coin	29 1/2 % dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

London, Yesterday.	
Paris	123.975
New York	4.84 29/32
Brussels	34.925
Amsterdam	12.07 1/4
Geneva	25.21
Milan	92.675
Berlin	20.555
Stockholm	18.09
Copenhagen	18.21
Oslo	18.20
Vienna	34.49
Prague	163 1/4
Helsingfors	192 1/2
Madrid	33.625
Lisbon	108 1/2
Athens	375
Bucharest	817
Rio	5 1/2
Bombay	1/5 25/32
Shanghai	2/4
Buenos Aires	47 1/4
Hong Kong	1/11 1/2
Yokohama	1/9 31/32
Silver Spot	24 1/16
Silver Forward	24 1/2

—British Wireless Service.

JUNK MURDER

JUNK FOKI RECEIVES DEATH SENTENCE

A verdict of "guilty" was returned by the jury yesterday afternoon at the Criminal Sessions against Chau Kau, the Chinese boat man charged with the murder of two sampan girls on March 18.

His Lordship (Mr. Justice J. R. Wood) asked the jury if they wished to add a rider to their verdict, and on receiving a reply in the negative, sentence of death was passed.

Prisoner received his death sentence quite unmoved.

Drawing a cart containing a live pig, a horse bolted over the quay wall at Poole, Dorset, and both it and the pig were drowned, the driver being injured.

AGAINST SNOBBERY

SENATOR TELLS STUDENTS DEMOCRACY IS NOBLER

DR. ROYAL S. COPELAND, Senator from New York, deviated from his regular commencement address to the graduating class of Davis and Elkins College, at Elkins, West Virginia, to contradict the advice of Professor Robert E. Rogers to the seniors of the Massachusetts Institute of Technology.

Dr. Rogers made a long speech to the graduating class, advising them to be "snobs" after they go out into the world, to seek their companions from the socially elite, to seek work among people who are above them, that that was the only sure road to success.

Among other things Professor Rogers spoke of marriage in this wise:

"Be a snob. Don't marry the boss stenographer—marry his daughter."

Comes Dr. Copeland and simply smashes this advice to bits with his own more homely but genuine ones.

"Don't be a snob. Don't try to marry the boss stenographer. God bless you if you are lucky enough to marry his stenographer."

"I care not what particular calling you may follow," Dr. Copeland

T.T. on London	1/11 1/2
T.T. on Shanghai	\$83
Banks	
H.K. Bank	\$1240 b
H.K. London Reg.	\$181 1/2 n
Chartered Bank	\$193 b
Mercantile A. & B.	\$23 n
Mercantile C.	\$15 1/4 n
P. & O. Bank	\$9 1/4 n
Bank of East Asia	\$30 1/2 n
Insurances	
Canton Insurance	\$630 sa
Union Insurance	\$324 1/2 b
North China Insurance	\$150 b
Yangtze Insurance	\$150 n
China Underwriters	\$210 s
China Fire Insurance	\$300 b
H.K. Fire Insurance	\$770 b
Shipping	
Douglases	\$27 1/2 n
H.K. Steamboats	\$25 1/2 s
H.K. Tugs & Lighters	\$2.60 s
Indo-China (Pref.)	\$45 b
Indo-China (Def.)	\$70 n
Shells Transport (old) 93/- n x d.	
Shells Transports (new)	
Union Water-boats	\$22 n

PLEASE DON'T WASTE WATER

Mining	
Benguets	\$3 n x d.
Kailan Mining Ad.	63/9 n
Langkats (comb.)	T14 s
Langkats (single)	T7 1/4 s
Shanghai Explorations	T4 1/4 s
Shanghai Loans	\$6.90 b
Raub's	21/- b
Tronoh Mines	21/- b
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$124 b
H.K. & W. Docks	\$35 n
China Providents	T4 b
Hongkew's	T168 n
New Engineers	T6 1/2 b
Shanghai Docks	T137 b
Cotton Mills	
Ewo Cottons	\$13.40 b & sa
Oriental Cottons T2.20 b 2.27 1/2 s	
Shanghai Cottons (old)	T73 1/2 b
Shanghai Cottons (new)	T34 1/2 b
Lands, Hotels & Buildings	
H.K. & S. Hotels	\$8.65 b
H.K. Lands	\$60 1/2 b 61 sa
Shanghai Lands	T147 b
Humphreys' Estates	T13 1/4 b
H.K. Realities	\$7.70 b
H.K. Territorials	
Prince's Buildings	
Public Utilities	
H.K. Tramways	\$19 b 19.20 s
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$64 1/4 n
China Lights (comb.)	
China Lights (old)	\$13 1/4 b
China Lights (new)	\$13.10 b
China Lights 1928 issue	
H.K. Electrics (old)	\$55.85 b
H.K. Electrics (new)	
Macao Electrics	\$26 1/4 n
H.K. Telephones	\$7 n
China Buses	T14 1/4 b
Singapore Traction	11/- s
Singapore Pref.	\$19.6 b
Sandakan Ltd.	\$2 1/2 s
Industrials	
China Sugars	\$90 cts. b
Malabon Sugars	\$27 n
Canton Ices	\$2.10 b
Cements (comb.)	\$8.85 s
Cements (old)	\$7 1/2 b
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7 s
H.K. Ropes (new)	
United Asbestos	\$5 b
Stores, &c.	
Dairy Farms	\$18 1/4 b
Watsons	\$12 n
Der A. Wings	80 cts. b
Lane, Crawfords	\$13 s
Mackintoshes	\$18 s
Sinceres	\$12 b
Wm. Powells	\$3 s
Miscellaneous	
H.K. Amusements	\$29 1/4 s
H.K. Constructions	\$1 1/2 b
B. Ind. G.S. Bonds	\$67 1/2 n
H.K. Govt. Loans	7% b prem.

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Sport Columns

COUNTY CRICKET

LEICESTERSHIRE'S GREAT VICTORY

SOMERSET LOSE IN TWO DAYS

London, Yesterday.
At Taunton, Somersetshire lost to Leicestershire in the county cricket championship by an innings and 109 runs, the home side's batsmen giving a very poor display. Scores:—
Somerset (1st innings) 108 runs.
Leicester (1st innings) 311 runs for 8 wickets, declared.
Somerset (2nd innings) 94 runs.
Asill took 7 wickets for 34 runs.
The match was finished in two out of the usual three days.—Reuter.

CHANNEL SWIMMING

MANY ATTEMPT LONG SWIM

Dover, June 20.
The channel-crossing season is on again.

What Julius Caesar did in a boat in 55 B.C. and Gertrude Ederle did in a bathing suit in 1926 A.D. has been done twice this year on pontoon-bicycles, at least a score of swimmers in training to do what has not been done since 1923—the swimming of the English Channel from England to France instead of vice versa.

Two bakers, a mattress maker, a couple of stenographers, a nursemaid and a Bohemian mechanic have splashed their way from the coast of France to the coast of England, and it is getting to be old stuff.

This year the really ambitious swimmers are out to perform the more difficult feat of starting from England and finishing in France, unfavourable currents to the contrary notwithstanding.

Among the men and women who have announced their intention to compete for the gold cup offered for the first England-to-France crossing this year are several who in previous years accomplished the France-to-England crawl.

These include Charles Toth, the American who swam from Cape Gris-Nez to Dover in 1923 in 16 hours and 54 minutes; Norman L. Durham of London, who did it in 13 hours 57 minutes in 1928; George Michel, the Paris baker who crossed in the same year in 11 hours 5 minutes; Ishak Helmy, the Egyptian who struggled over in 23-40 last year, and two English girls who also made the distance in 1928—Ivy Hawke and Hilda "Laddie" Sharp.

Miss Sharp did the Gris-Nez to Dover swim in 14:58, which was within half an hour of Gertrude Ederle's channel record for women.

Two other women who have no English channel crossings to their credit yet but hope to have some soon are the American twins, Phyllis and Berenice Zittenfeldt. It is also possible that Mercedes Gletitz, the London typist who swam the channel in 1927, will compete for the gold cup this year.

Other aspirants for channel fame in 1929 include a middle-aged woman with a family of eight, an 11-year-old school-girl, a one-legged swimmer and an athletic though white-bearded gentleman of 60.—Associated Press.

BIG "SOCCER" DEAL

MILLWALL PAY HEAVY FEE FOR SWEETMAN

Millwall have secured the transfer of S. C. Sweetman, right back, from Queen's Park Rangers, at a fee stated to be between \$5,000 and \$7,000. Sweetman was the centre half of the amateur side, Hampstead Town, when he was signed by the Rangers in the 1925-6 season, but he was unable to hold a place in the half-back line. He was given an opportunity at right back, however, and has developed wonderfully in that position.

Millwall have for many years had an excellent defence, but Fort, who has given the club such fine service, is now quite a veteran, and did not appear regularly last season. The advent of Sweetman will strengthen the defence, for he is a sound player, and there should be no worries in this respect during the next campaign.

TENNIS MADE EASY

SHOVELLING A BALL

[By G. R. O. Crole-Rees.]

To the layman it must seem peculiar that there is a rule in Lawn Tennis which reads to the effect that a player must not strike the ball more than once with his racket in making a shot. To him it may appear that it is difficult enough to strike a fast moving ball even once, and it must puzzle him how it can be struck twice in the same stroke. This is very true as regards normal play for naturally, directly a ball touches the racket, whether it be in the centre of the racket or even the handle or frame, it is going to rebound with such force that it is almost impossible for the player to strike it again. Circumstances, however, often arise during the game where it is possible to break this rule of the game.

A ball which is falling, for instance, shall, we say from a lb, has first struck the top of the net and then gently dropped into a player's court, there is the greatest temptation here to scoop the ball, one might almost say shovel the ball, with the racket instead of striking it, and in shovelling the ball is struck more than once because, although it may not be obvious, it bounces along different parts of the face of the racket and each one of these little bounces is equivalent to the ball being struck. Thus, it is, of course, a definite fault.

In the instance of a player applying "top spin" or "cut," the ball may come in contact with a greater part of the racket, than it would cover if just placed upon a stationary one, but at no time leaving it except at the end of the stroke. What happens is that the racket moves across the ball, with the ball in close contact with the face of the racket all the time. This is a perfectly legitimate stroke.

Again, where the fault of double striking is very tempting is when a player is right on top of the net and he wishes just to tap the ball so that it drops, shall we say a foot on the other side of the net. Assuming that the ball has risen up to the height of its trajectory from the bound and just requires such a tap to win the point outright. Such a ball has to be struck very carefully, for it is easily possible to strike it with such tenacity that the racket will strike it a second time because the impact of the first stroke has been sufficient to deflect it only slightly.

OVERSEAS GOLF

London, June 28.

Captain Fraser (Maymyo) won the Empire Visitors' Competition at the Lucifer Golfing Society's meeting at Walton Heath. His score was 152. Wilkinson (Nuvara, Ceylon) was second with 162. — Singapore Free Press.

Electricity Scoring Tennis Play



The newest innovation on the French courts this year is doing away with the old-fashioned hand method of scoring and will probably be adopted by other modernized tennis layouts. The umpire, left, announces the score over the microphone to keep the crowd advised of the score, then turns the dials at his side which control the score board, shown right, and flashes the numerals in the red spaces.

LONDON'S "ZOO"

ONE HUNDRED YEARS OF GREAT INSTITUTION

WORLD'S BEST

The London Zoological Society is to-day the most important institution of its kind in the world.

The Society was founded in 1826. It is 101 years since the public were first admitted to the gardens since people first began to say "Let's go to the Zoo." The date was April 27, 1828. It was not until the following year that King George IV. granted the Society a special Royal charter (March 1829).

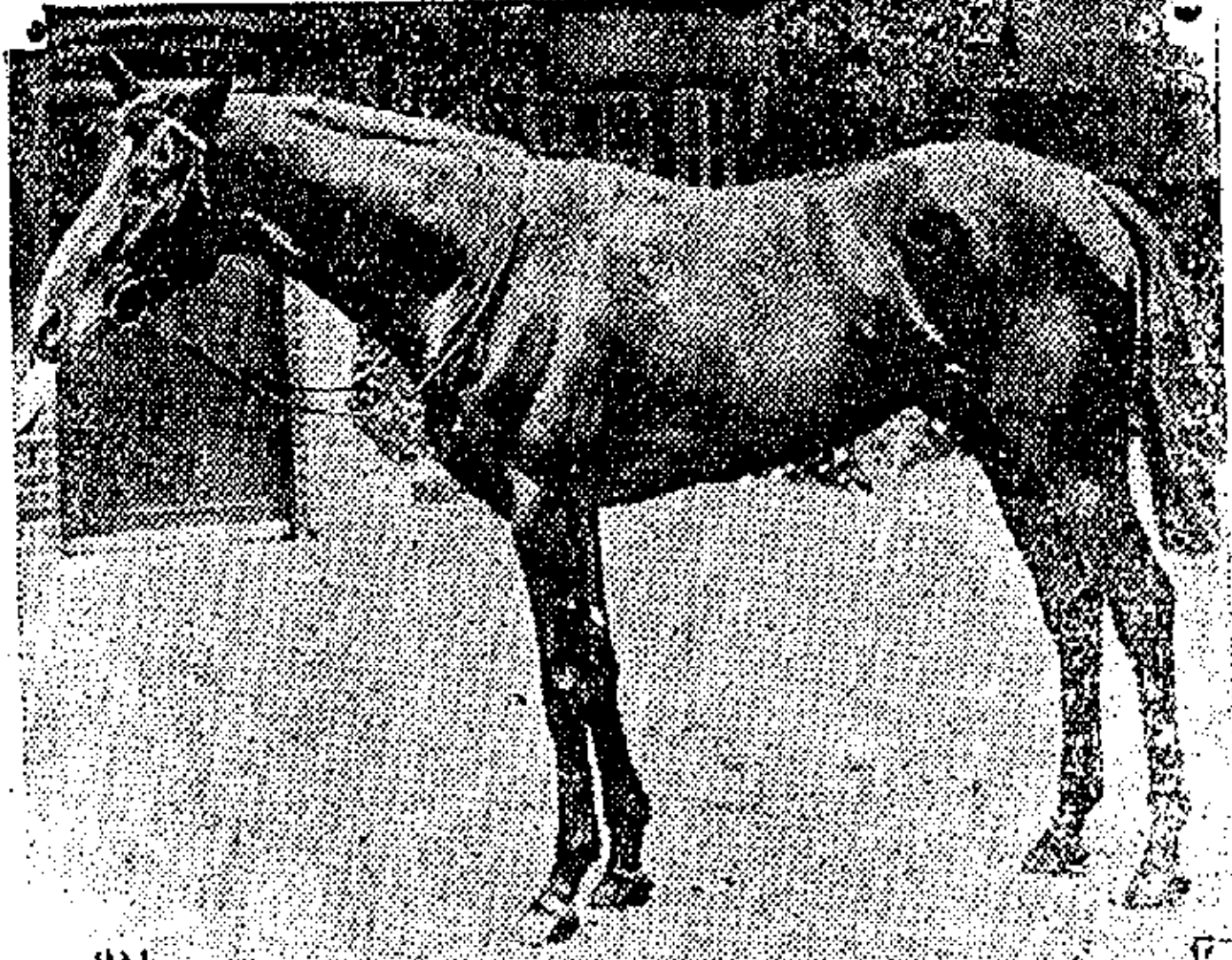
"For the advancement of Zoology and animal physiology and the introduction of new and curious subjects of the animal kingdom."

Nineteen-twenty-nine, therefore, is the centenary year of the grant-

its creation, maintenance, and success. True there is a charge for admission, and more visitors every year. But because of the constant improvements made in buildings, in appliances for the care of the animals, and the scientific work which the Society must carry out, income is always behind expenditure.

"The Zoo"

There are menageries elsewhere in the country, but most people speak of the "Zoo" as meaning the London Zoo. Englishmen, that is. From year to year the number of visitors shows steady increase. There is no need to seek analysis of the Zoo's attractions. For one person who visits there with a scientific interest and purpose there are thousands who go for mere amusement and diversion. To children it must be a place of almost incredible marvels; wonders first seen in picture books that have



"Walter Gay" above, owned by Lord Wollington, didn't have speed quite enough to nose out "Trigo," a rank outsider, who won the Derby at Epsom Downs. He did finish second, though, before one of the most brilliant crowds which has ever witnessed a Derby that only needed the presence of King George, confined to his home by illness, to complete the picture.

ing of the Society's Royal Charter. It is an important landmark in the history of Zoology and as such is to be marked by special celebrations. On April 29, after the ordinary general meeting of the Society had been held, there was a special reception of British and foreign guests—in University College Hall. Later in the year, June 20, a garden party was to take place in the Society's own grounds at Regent's Park and the gardens were to be specially illuminated.

While Londoners may choose to regard the Zoo as their very own it would be fairer perhaps to describe it as a national possession. In an affectionate sense that is. For, of course, the Society is perfectly self-contained. "The Fellows of the Society, by their annual subscriptions and by the work of their voluntary council and committees, have been responsible for

miraculously come to life. And no doubt to a considerable percentage of its grown-up visitors the Zoo is never much more than a kind of super-circus, an entertaining collection of creatures so queer that they must be seen to be believed. There is also that large section consisting of harried "uncles" and "aunts" who think gratefully of Regent's Park as the one place where nephews and nieces can always be piloted without fear of disappointment. As the centre of harmless and innocent amusement for children of all ages the Zoo will always hold its place. Nevertheless, this can hardly be claimed to have been the idea of its primary function in the minds of its founders.

Why a Zoo?

The founders of the Zoo were indeed most serious-minded men. Their interests in the new venture, as set forth in the terms of the Royal Charter, were largely scientific. That this is true need not prevent anyone spending a happy hour in front of the Mappin Terraces one of these fine days. But on the occasion of a centenary celebration it is worth while recalling the fact. In the first place then, the Zoo is an institution for the advancement of science and research. In the words of a serious writer of 1831: "One great aim of the Society is to diffuse as widely as possible a practical acquaintance with living animals in order to eradicate those vulgar prejudices which have in too many instances usurped the place of truth." Or, in other words, to provide opportunities to observe direct from nature. And if animals in captivity are not really in a natural state they are at least the actual animals and not the marvellous creatures that we see pictured in ancient "natural histories." The early travellers and explorers had their little failings.

The advancement of knowledge by observation and inquiry was and is the primary object of the Zoological Society.

How the Zoo Began

The Zoological Society was, in the first instance, an offshoot of the Linnean Society. Members of that society who were specially interested in animal life agreed together to form a special section within the Linnean Society—to be called the Zoological Club. This was in 1822. This was six years after Sir Stamford Raffles had made his first

suggestion for the formation of a society for the study of animal life and the public exhibition of wild animals. On his return to England from the East in 1824 Sir Stamford Raffles found his suggestions had borne fruit in the formation of the new club. Two years later the Zoological Society of London was in being, but it was not until the granting of the Royal Charter in 1829 that arrangements were finally concluded for the occupation of the Gardens in Regent's Park.

Zoo Landmarks

May, 1836, is marked in the annals of the Zoo as a month in which many endeavours were at last crowned with success. For it was in that month that after repeated failures the first living specimens of the giraffe ever to reach this country were installed in the Gardens. The problem of transport in those days was a serious one. But at last all difficulties were surmounted and the four animals—three males and one female—safely housed. These were the original members of the Zoo's famous herd of which no less than 17 were actually born in the Gardens. In this year also her Royal Highness Princess Victoria (as she then was) presented to the Society two musk deer. On her ascent to the throne the following year the Queen became patroness of the Zoological Society in which her Majesty always maintained a lively interest, making to it many gifts of valuable animals.

The Zoo To-day

Not one but many visits would be necessary nowadays to gather even an impression of the Zoo of 1929. There is certainly not room to describe it here. Since the war there have been many great changes and improvements—the Aquarium, for instance, and the New Monkey House. For the ordinary person interested in the Zoo as a spectacle—and this includes all the children at least—there has been written and illustrated a huge library of books on the Zoo, and the "news" interest of its inmates is testified to daily by photographs appearing in papers all over the kingdom.

The Zoo goes on from strength to strength. Could its founders learn something of its position and prestige to-day, they would be fully repaid—being disinterested men—for all their early trouble. To speak in detail of its value as a centre of inquiry and research is impossible here. Brief reference, too, can only be made to the Society's newest achievement—the establishment of the new open-air animal sanctuary at Whipsnade, some 450 acres in extent, and which is primarily intended as a Zoo nursery.

Though situated in London, the Zoo is a national institution, by its constitution and nature outside factional interests, and the more likely, therefore, to increase in interest and usefulness.—"Morning Post."



Lina Baquette

The Rev. Francis John Badcock, D.D., Fellow of St. Augustine's College, Canterbury, has been nominated by the Archbishop of Canterbury to a Six Preachership in Canterbury Cathedral.

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WORLD NEWS IN PICTURES.

Joan and Doug, Jun.



No wonder the recent lovemaking of Joan Crawford and Doug Fairbanks, Jun., seems so real in their latest pictures. Were they not just practising for this fade-out after their marriage at New York? Everything is right with them now and Mrs. Douglas Fairbanks, Jun., admits she is the happiest girl in the world.

Royal Bootlegger Apprehended



The Right Honourable Maxence de Polignac, French nobleman, who traces his ancestry back to the early eleventh century, is at present in the toils of the twentieth century police at New York, who don't care who he is, or his father was, when he has been arraigned as a bootlegger—a common bootlegger—after his arrest along with 31 others, police charging him with being international chief of a rum ring allegedly backed by a number of Park Avenue patrons.

Denied Divorce



Mrs. Harold C. Whitney, above, of Concord, N. H., and her husband were denied a petition by New Hampshire Supreme Court for divorce. Their case has attracted wide attention because of their charges against each other of heavy drinking. The Court went further in its decision and said they were unfit custodians of their two children.

Party Head Resigns



The Republican Party will be headed by a new man in the coming campaign since the resignation of Dr. Hubert Work, top, who was national chairman during President Hoover's campaign. James W. Good, below, Secretary of War, is the most prominently mentioned candidate for this important post.

In New Cabinet



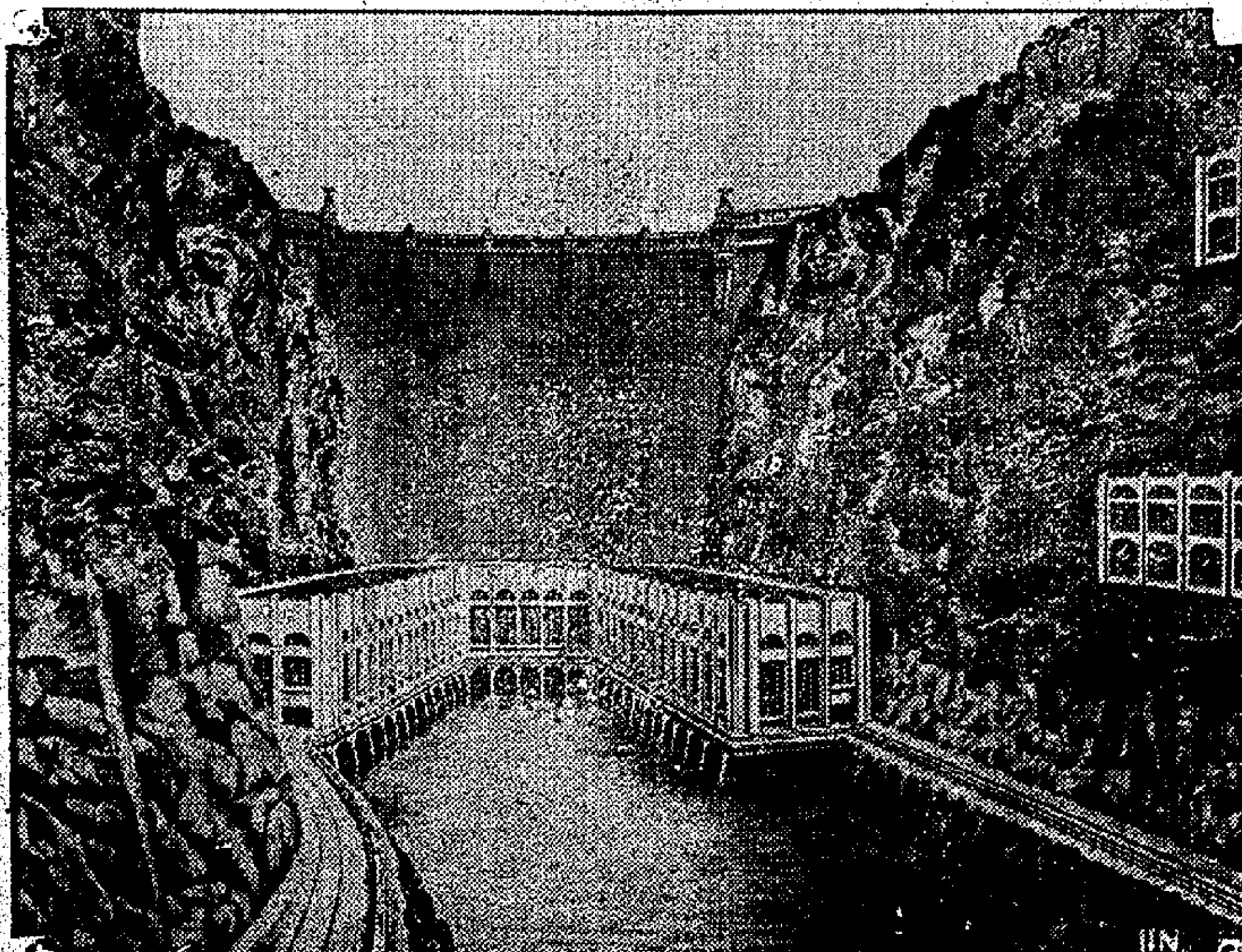
Philip Snowden, left, new Chancellor of the Exchequer, James H. Thomas, Lord Privy Seal; and Arthur Henderson, Foreign Secretary to succeed Sir Austen Chamberlain.

Father and Daughter Work Together



David Lloyd George, Liberal leader, with his daughter, Megan, and his wife, who allowed themselves to be photographed at their home in Creccech, during a full in the campaign just before the general elections, as a result of which Miss Lloyd George was elected to a seat in the House of Commons and her father will wield the balance of power in Parliament.

Boulder Dam



This is a photograph of a drawing made under the direction of Raymond F. Walters, chief engineer of the Department of the Interior at Washington, which he says is the present conception of the Boulder Dam as planned, always subject, however, to any changes which engineers and advisers of the department may have in mind at the time.

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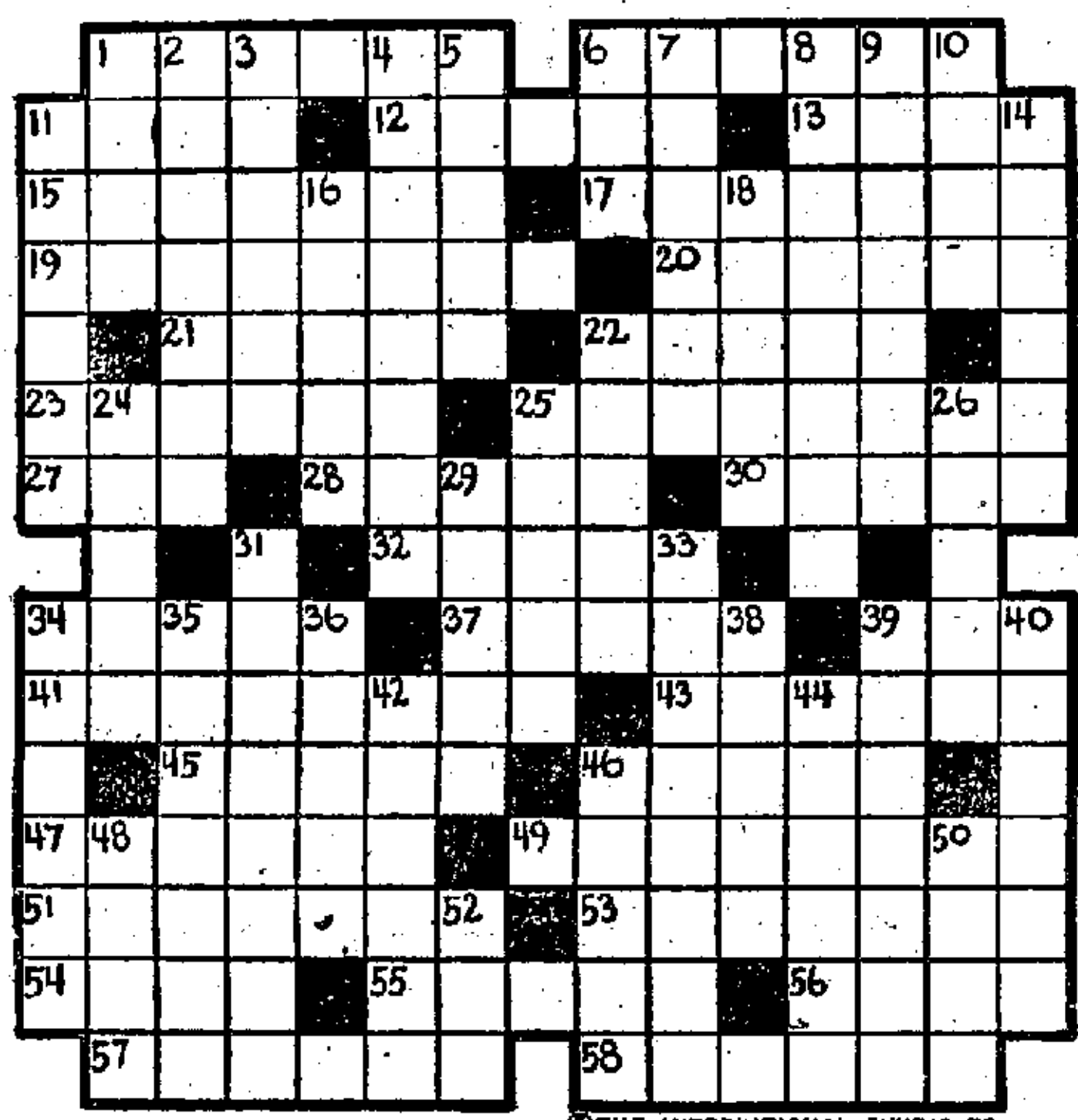
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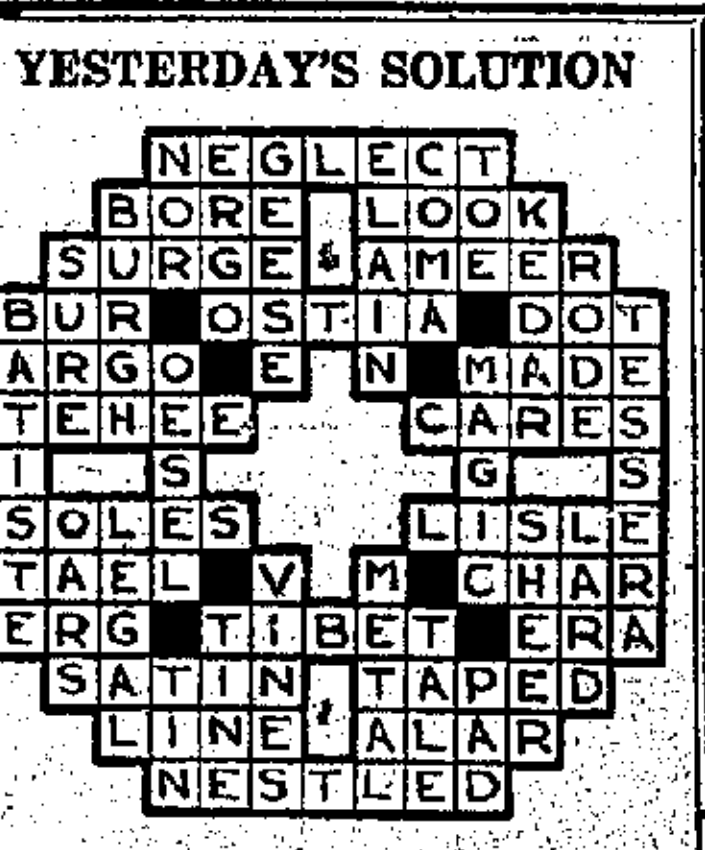
DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert, but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plea, and altho.)



- | | | |
|-------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Be destroyed | 47-Ring-shaped coral | 18-That part of a |
| 6-Scour | 48-Salts of tannic acid | dynamo which |
| 11-Assume a given hue | 51-Wedding-bird (pl.) | rotates |
| 12-Pertaining to the | 52-Written law | 22-Dumb persons |
| poles | 53-Celtic language | 24-Pertaining to the |
| 13-Close by | 55-Expunge | voice |
| 16-Revolve | 56-Greek Cupid | 25-Splendor |
| 17-Ropes and rigging | 57-Evergreen tree (pl.) | 26-Small Massachusetts |
| collectively | 58-Accented | city |
| 19-Essential parts | | 29-Merits |
| 20-Phased | VERTICAL | 31-Drove back |
| 21-Peruses | 1-Small body of water | 32-Short-distance |
| 22-Elementary | 2-Effecting an entrance | runner |
| substance | 3-Tool for enlarging | 34-Threat |
| 23-Unwilling | holes | 35-Conspicuous |
| 25-Pertaining to | 4-Those who lay out | 36-Type of rock |
| Europe | money | 38-Dried leaves used |
| 27-Be drowsy | 5-Multitudes | for medicine |
| 28-Upright | 6-Pouch | 39-Attitude |
| 30-Sleeps | 7-Druggist | 40-Modifications of |
| 32-Auctions | 8-Not covered with | verbs |
| 34-Female horses | cloth | 42-Reply |
| 37-Affects harshly | 9-Court messengers | 44-Commonwealths |
| 39-Kitchen utensil | 10-Aromatic herb | 46-Negro dialect |
| 41-Large animal | 11-Surgeon's | 48-French form of |
| 43-Renew the bottom | of a shoe | Turk |
| 45-Wealth | 14-Projections in wall | 50-Famous English |
| 46-After dinner candles | of fort | school |
| | 16-Amey | 52-Elders (abbr.) |

(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)



INCITING TO MUTINY

JOURNALIST SENTENCED IN FRANCE

Paris, June 16.
The Secretary-General to the
Communist Party, who was on the
editorial staff of a Socialist paper
named "L'Humanite," has been sen-
tenced to three years' imprisonment
and 3,000 francs fine, and the
manager of "L'Humanite" has been
sentenced to five years' imprison-
ment and 3,000 francs fine for in-
citing troops to disobey orders.

Twelve persons were injured in
an accident in the Boulevard
Voltaire, Paris, when a bus skidded
and crashed into a tram.

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TO LITTLE MISS JANET
GAYNOR

We have liked Janet Gaynor
ever since we first saw her on the
screen. We liked her sincerity and
we felt that her acting was too good
to be acting. That she must
actually feel and live the character
she was portraying on the screen.
Just recently we came across an



George Arliss

expression, from Alberta Hayes in
far off Billings, Montana that has
placed in words the idea we have
long held. We reproduce it here.

Janet Gaynor gives to us the
romance of innocence and purity. She
leaves us with the feeling of having
seen something finer in life. Her
very inner self radiates that sym-
pathetic, sincere, heartfelt touch of
human interest that is becoming so
rare in screen characterisations to-
day.

We have a lovely autographed
photo of Miss Gaynor and we are
willing to give it to any person
who is able to compose a better
tribute to this little star.
"Skeezix" in "China Press."



Evelyn Brent

Should Children Eat Bananas?

Almost all children are fond of
fruit and especially of bananas.
But bananas are not suitable diet
for children of less than six years
of age, and at no time should a
child be permitted to eat them
unless they are ripe and sound.
Fruit of any kind which is green,
damaged or over-ripe is danger-
ous, deranging the digestion and
causing such serious troubles as
diarrhoea, colic and cholera in-
fantum.

When a child has eaten fruit
that has upset him Baby's Own
Tablets are the ideal remedy, for
they are laxative in action, quick-
ly yet gently cleansing the
stomach and bowels. These
Tablets are, moreover, a specific
for infantile indigestion, constipa-
tion, colic, diarrhoea, croup, colds,
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Your chemist can supply Baby's
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liams' Medicine Co., 80, Kiangse
Road, Shanghai.

CHATTER FROM HOLLYWOOD

Technically speaking, the day of
the "film yesser" is in the de-
cline. To-day, those in charge of
the outland apparatus are more
wont to say, "No, you can't do that,"
than "Yes, Mr. Fishberg. Yes."

Shortly before Christmas,
George Converse—Anita Stewart's
fiance—adopted a fuzzy bit of lost
kitten. The critter became very
much at home in George's apart-
ment. When George and Anita
started their flicker tour with his
two-reel offering, "Anita Stewart
in Hollywood," he decided to keep
his apartment so the kitten cat
would have a home. Anita's
mother drops in daily to feed it.

Jetta Goudal went to a roulette
party 'tater eve and was extremely
proud to discover for the first time
in her "rememory" she had won.
Jetta won the stupendous sum of
sixteen cents!

A long line-up of cars in front
of the Charlie Chaplin studio.
Charlie must be doing something
about a new comedy. . . . Dr.
Paul Feyos, director of "Broad-
way," entertaining at luncheon
with magic tricks. Dok proceeded
to take a card that his startled
guest had burned out of an egg.
And it was goosey, too—both the
card and the egg. . . . Ronald Col-
man and Clive Brook running each
other ragged in a tennis match
played on Clive's grass court. Clive
won. . . . Rebe Daniels celebrating
her empty empty birthday with a
large party at her beach house. Yes,
'twas social. . . . Fred Niblo also
celebrating another birthday. His
wife, Enid Bennett, surprised him
by having a slew of friends over.
.. 'Stough being born so near
Christmas.

Caroyia Bishop, Frances Marion's
(Mrs. Fred Thomson's) niece, is
engaged to marry a wealthy San
Francisco realtor. Miss Bishop at
one time was reported affianced
to Gene Tunney, and only recently
to Walter Byron. These reports. . .

Colleen Moore and her husband,
John McCormick, were entertain-
ing friends from England. They
dawdled over coffee and cigarettes.
The subject in some unknown way
centered on chewing gum, Colleen's
favourite indoor sport. The British-
ers spoke witheringly of the
practice. "I really can't under-
stand why one indulges in the
vulgar habit," concluded one.
Colleen smiled brightly and re-
fused to meet her husband's eyes.
The Jap butler, hearing mention of
gum several times, decided Miss
Moore wished it served. He en-
tered carrying a large platter con-
taining every make of "jaw ex-
ercise" and seriously passed it to
each guest. Colleen's face crim-
soned. The guests talked over
and around their astonishment.
The Jap, meeting with no success,
exited to the kitchen bewildered.

Frances Rosay, who portrays one
of the strongest feminine character
roles in the Fox picture, "The One
Woman Idea," is a grand opera
singer of note, a talented musician
and reads and speaks fluently many
languages, including French, Ger-
man, Italian, Spanish and English.
She made her stage debut at the
Paris Opera in 1917.

BRITISH OPERA

London, June 26.
The opera, Judith, composed by
Eugene Coossens, with the lib-
retto by Arnold Bennett, has been suc-
cessfully produced at Covent Gar-
den. This is the first time for
many years that a British opera has
been produced in the grand opera
season.—"Singapore Free Press."

In the projection rooms at Para-
mount studios, Hollywood, Cal., the
producer of the first "picture play"
flashed on a screen, saw the full
development of the dream he had
voiced when he witnessed an all-
talking play in the making. Later
he temporarily returned to his early
vocation of "picture making" by
filming various stars at the studio.
But, sad to state and to run true
to form, the genial doctor, like other
pioneers, has not profited by his
early efforts in the picture business.
His preference ran to writing,
which gave him plenty of personal
satisfaction, but no great financial
rewards.

DRAMATIC CRITIC

CONCEIVED ORIGINAL IDEA
FOR PICTURE PLAY

Do you remember those old blend-
ing stereopticon slides which used
to be shown at all the illustrated
lectures? Can you name the first
"picture play" which was produced
on these slides?

Seeing the culmination of the
work he pioneered 35 years ago is
the experience of Dr. Alexander
Black, credited with having cre-
ated the first "picture play." In
1894 Dr. Black, then a dramatic
critic on a New York newspaper,
said that there would be "talking
photographic dramas thrown upon
a screen. Everyone thought he was
more than a little touched and
greeted him with hearty laughter.
Like all men with vivid idea
and the necessary amount of deter-



Dr. Alexander Black

mination, Dr. Black set about to
prove that he was right and turned
to the still camera and stereopticon
slides to bring his first photoplay
to the screen.

His system was to make the pic-
tures successively blend into one
another in the dissolving stereop-
ticon. Each picture represented a
step forward in the action. Spoken
accompaniment from the stage
filled in the gaps of action.

The title of this first photodrama
was "Miss Jerry." Blanche Bayliss
played the title role. William
Courtney was the hero and Ernest
Hastings the villain, and "Miss
Jerry" was a full evening's enter-
tainment, in present motion picture
parlance, "feature length." Its pre-
view showing at the Carbon Studio
on the night of October 9, 1894, was
accompanied with elaborate musical
accompaniment by John Haytt
Brewer, composer.

(Continued at foot of Preceding
Column.)

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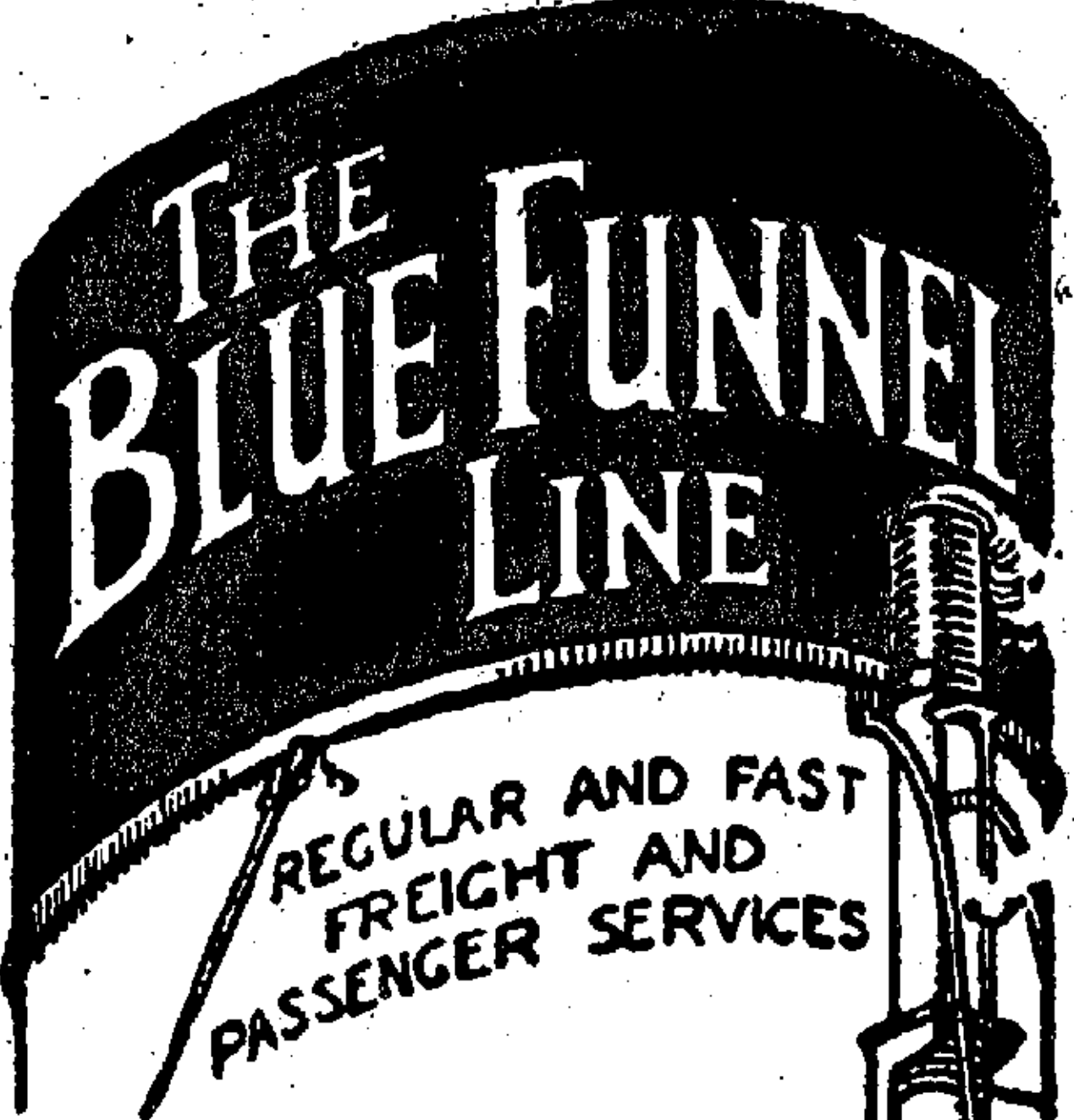
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"ADRASUS" 5th Aug. New York, Boston & Baltimore

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From	Per
FRIDAY, JULY 5.	
U.S.A. (Seattle, 15th June), Canada, Japan, Shanghai and Europe via Siberia (London, 15th June)	President Taft
Amoy	Santhia
SATURDAY, JULY 6.	
Straits	Hakozaki Maru
Shanghai and Swatow	Sunning
SUNDAY, JULY 7.	
Manila	Empress of Asia
MONDAY, JULY 8.	
Calcutta and Straits	Talamba
Manila	President Jackson
Japan	Kamakura Maru
Australia and Manila	Arafura
TUESDAY, JULY 9.	
Straits	Kutsang
Shanghai	Sarpedon

OUTWARD MAILS.

For	Per
FRIDAY, JULY 5.	
Saigon	Helikon 9.30 p.m.
Sam Shui and Wuchow	Tai Hing 4.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Kashgar (Due Marseilles, 4th August) G.P.O.
K.P.O.	
Parcels July 5, 4.30 p.m.	Parcels July 5, 5 p.m.
Registration July 6, 9 a.m.	Registration July 6, 9.45 a.m.
Letters July 6, 10 a.m.	Letters July 6, 10.30 a.m.
Japan	Khyber 5 p.m.
Shanghai and Europe via Siberia	Khyber Registration July 5, 5 p.m.
SATURDAY, JULY 6.	
Java via Batavia	Tjilembang 1.30 p.m.
Haiphong	Canton 1.30 p.m.
Straits and Calcutta	Santhia
Manila	Parcels July 6, 4 p.m.
Shanghai, Japan and Europe via Siberia	Letters July 6, 5 p.m.
Amoy	President Taft 4.30 p.m.
Haiphong	Hakozaki Maru 5 p.m.
SUNDAY, JULY 7.	
Amoy	Kwantung 5 p.m.
Swatow, Amoy and Formosa	Francis Garnier 5 p.m.
Bangkok via Swatow	Kanchow 9 a.m.
Manila	Canton Maru 9 a.m.
MONDAY, JULY 8.	
Swatow	Kaying 9 a.m.
Straits, Mombasa, Lorenzo Marques and South Africa	Madison 2.30 p.m.
	Hydrangea 2.30 p.m.
	Kamakura Maru 5 p.m.

* Superficial correspondence only.

STORMS IN CENTRAL EUROPE

MUCH DAMAGE

REPORTS FROM BERLIN, VIENNA AND BERNE

HOUSES UNROOFED

London, Yesterday.
Extraordinarily violent hailstorms have swept over parts of Central Europe.

Peasant Killed
Berlin, Yesterday.
Reports here are that a peasant was killed near Nuremberg and scores of sheep and fowls likewise perished.

Crops Damaged
Berne, Yesterday.
Reports are to hand of considerable damage to crops, between Lake Geneva and Lake Constance with hailstones as big as pigeon eggs.

Damage in Vienna
Vienna, Yesterday.
Many houses in the city were unroofed, windows shattered, trees blown down in parks and streets. There were ten casualties and firemen were called out 21 times.—Reuter.

RAIN WELCOME

Drought Broken at Last in Britain

London, Yesterday.
Heavy rain, accompanied by violent thunderstorms, occurred over most of England early to-day, thus breaking the drought which had become severe in many parts of the country. In four hours, nearly an inch of rain fell in London and three inches on the East Coast.—British Wireless Service.

BRITAIN & RUSSIA

MORE QUESTIONS IN THE COMMONS

OFFICIAL STATEMENT

London, Yesterday.
Questioned in the House of Commons to-day regarding the resumption of diplomatic relations with Russia, the Foreign Secretary (Mr. A. Henderson) said he could say no more at present than that the Government were in communication with the Dominions' Governments on the subject, but he hoped to be able to make a statement at an early date.

An undertaking had been given at the Imperial Conference that the British Government would not resume negotiations or normal relations with Russia without acquiescing the Dominions.

Mr. Henderson added: "That is what we have done up till now. We shall not depart from that undertaking."

Answering a further question on the subject Mr. Henderson said that no suggestion had yet been made to the Dominions' Governments as to the conditions on which diplomatic relations with the Soviet Government should be resumed nor had the subject been discussed with the representative of the American Government.—British Wireless Service.

FIRST SEA LORD

DENIAL OF RUMOUR BY THE ADMIRALTY

London, Yesterday.
The Admiralty state that there is no truth in the rumour published regarding the impending retirement of the First Sea Lord, Admiral of the Fleet Sir Charles Madden.—British Wireless Service.

CHANNEL TUNNEL

COMMITTEE'S WORK WELL ADVANCED

STATEMENT IN COMMONS

London, Yesterday.
Mr. J. H. Thomas, Lord Privy Seal, answering Parliamentary questions regarding the Channel Tunnel, said the project involved a large number of geological, engineering, economic and other technical problems. The work of the committee, inquiring into the matter, was well advanced and a report would be available before the end of the year.—British Wireless Service.

FAIR TO SHOWERY

To-day's weather report states:

Pressure continues highest near the Bonins and is relatively low over China generally. Forecast:—S. winds, moderate; fair to showery.

DUTCH ELECTIONS

PARTIES ALMOST AS THEY WERE FORMERLY

CATHOLICS LEAD

Amsterdam, Yesterday.
Yesterday's election left the Parties almost as they were, namely:—

Catholics, 30.
Socialists, 24.
Anti-Revolutionaries, 12.
The remaining 34 seats are distributed among eight other Parties.—Reuter.

PORTUGUESE CRISIS

GOVERNMENT RESIGNS

Lisbon, Yesterday.
The Government has resigned, owing to Cabinet dissensions.—Reuter.

	Degrees
Temperature, 10 a.m., to-day	80
Temperature, 4 p.m., yesterday	88
Humidity, 10 a.m., to-day	91
Humidity, 4 p.m., yesterday	69

SEARCH FOR MURDERER

A reward notice has been posted at Police Headquarters announcing that \$250 will be paid to any person giving information which will lead to the arrest and conviction of the murderer or murderers of Lau Kam-shan (73), cook, at No. 12, Quarry Point, and living in the servants' quarters at the above address, who at about 11 p.m. on March 3, was found dead in the cook-house, having apparently been attacked and strangled by some person or persons unknown, between 9 and 10 p.m., on the same date.

AMBULANCE CORPS

The Hon. Treasurer of St. John Ambulance Brigade acknowledges the receipt of \$437.35, being balance of the part proceeds of a benefit theatrical performance at the Ko Shing Theatre.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 3/16.

TO-DAY & TO-MORROW AT 2.30, 5.20, 7.15 & 9.15 p.m.

"SORRELL AND SON"

With

H. B. WARNER, ANNA Q. NILSSON,
ALICE JOYCE, NILS ASTHER.

The stirring story of a man, a financial failure in life but a great success as a father

AT THE MAJESTIC

Nathan Road Kowloon.

LABOUR PARTY AND LEAGUE

DELEGATION FIXED

INCLUSION OF VISCOUNT CECIL CHEERED IN COMMONS

ALSO TWO LADIES

London, Yesterday.

The choice of Viscount Cecil again to represent Great Britain on the Preparatory Disarmament Commission and attend the forthcoming League Assembly was cheered by the Labourites in the Commons.

Mr. A. Henderson (Secretary for Foreign Affairs) enumerated the membership of the League Delegation, which is inter alia:—

The Prime Minister, (Mr. MacDonald) Foreign Secretary, (Mr. Henderson); president of the Board of Trade (Mr. W. Graham) Mrs. Helena Swanwick and Mrs. Mary Hamilton, labour M.P. for Blackburn.

The House of Commons agreed to the amended Government resolution to take up private members' time to the end of July.

[Mrs. Swanwick is editor of "Foreign Affairs". She was British substitute delegate to the Fifth Assembly of the League of Nations in 1924 when the Labour Party was last in office.]

U.S. TARIFFS

DIFFICULTIES AS TO THE NEW BILL

DEMOCRATS ATTACKING

Washington, Yesterday.
Owing to complicated political and economic problems, it appears doubtful that the Hawley-Smoot Tariff Bill will be completed by the Senate Finance Committee when the Senate re-assembles on August 19.

Questions amending it, by providing a sliding scale in the sugar tariffs, as suggested by President Hoover and also the desirability of taxing foreign motor-cars 25 per cent. *ad valorem* will require attention.

The protests of foreign Governments are also causing disquiet. The democrats are attacking the bill savagely.—Reuter's American Service.

AIR THRILLS

"PLANE 'HOOKS ON' TO AN AIRSHIP"

DARING FLYER

Lakehurst, N.J., Yesterday.
The naval aviator Lieut. J. Gordon yesterday succeeded in attaching an aeroplane to the Navy rigid airship "Los Angeles" while both were flying.

Gordon came up under the hull of the airship and adjusted his speed to the latter's then made contact by means of a hook on the top upper wing of the aeroplane, and a rigid trapeze suspended amidships under the hull of the airship.

Gordon thrice hooked on the aeroplane to the airship, detached it himself, and then flew away.—Reuter's American Service.

U.S. 'TALKIE' ACTORS

TO ORGANISE AS A TRADE UNION

PRODUCERS DEFIANT

New York, Yesterday.
The Actors Equity Association, which is the Trade Union for actors and actresses in America, has voted \$10,000 to finance a campaign to organise the "talkie" actors.

The Association seeks to insist that all "talkie" actors and actresses must be members of the Association, and work under contracts approved by the Association. Leading film producers recently decided to defy the Association.—Reuter's American Service.

CIVIL SERVICE

IMPORTANT ANNOUNCEMENT BY THE PRIME MINISTER

ROYAL COMMISSION INQUIRY

London, Yesterday.
The Prime Minister announced that a Royal Commission is to be set up to inquire into all matters of general importance affecting the Civil Service.—British Wireless Service.

Joseph M. Schenck presents

JOHN BARRYMORE

IN 'ETERNAL LOVE'

with CAMILLA HORN

A primitive Alpine dare-devil wakens to find himself wed to a spit-fire mountain girl. Was his dream girl lost forever?

THE genius of Barrymore shines with rare brilliance in this drama of a great love and fearless adventure!

ONE OF THE MOST UNUSUAL CLIMAXES EVER FILMED!



United Artists Picture.
AT THE QUEEN'S TO-DAY & TO-MORROW AT 2.30, 5.10, 7.15 & 9.20.

THE screen's greatest emotional actor in a powerful, gripping story of a man who thought he was a tower of strength, but who really was the weakest of mankind!

EMIL JANNINGS

IN 'THE WAY OF ALL FLESH'

AT THE WORLD TO-DAY & TO-MORROW AT 2.30, 5.15, 7.15 & 9.20

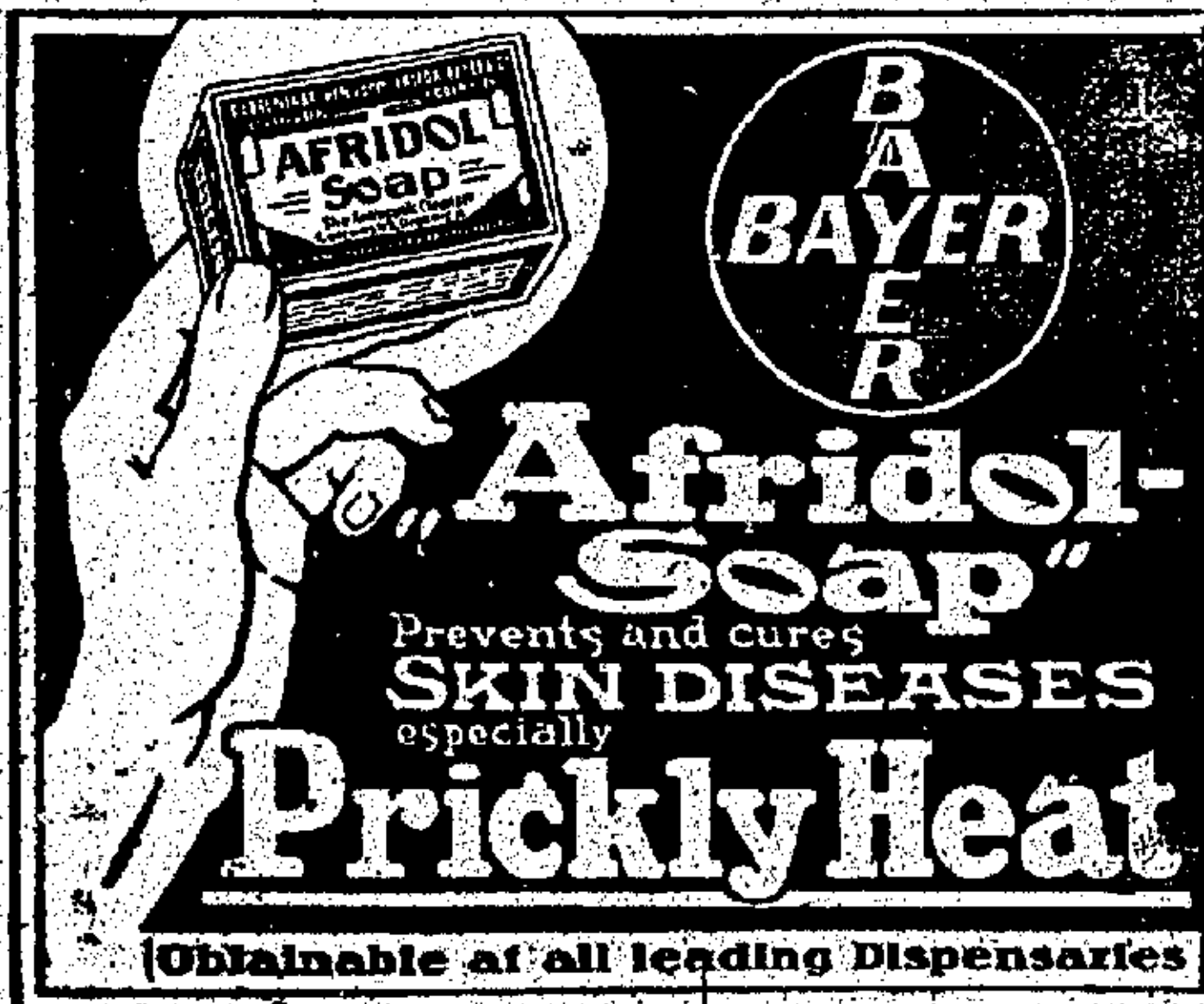
DOLORES DEL RIO

THE SCREEN'S MOST ADORABLE PERSONALITY
in a flaming romance of untamed California in the stirring days of the Spanish Dons!

RAMONA

HELEN HUNT JACKSON'S FAMOUS LOVE CLASSIC!

AT THE STAR TO-DAY AT 5.30 & 9.20. TO-MORROW AT 2.30, 5.30 & 9.20.



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